

Purchasing Division Finance Department **()** 218-730-5340

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Addendum 1 Solicitation 22-4407 Demolition of Hangar 101 at DIA

This addendum serves to notify all bidders of the following changes to the solicitation documents:

Note: Receipt of this Addendum No.1, dated May 12, 2022 shall be acknowledged on BidExpress. Failure to do so will not allow Bidder to submit Bid.

Posted: May 12, 2022

DOCUMENT 00 00 11

ADDENDUM NO. 1 May 12, 2022

Hangar 101 Demolition and Development – Phase 1 City of Duluth No. 21-4407 SP No. A6901-205 AIP No. 3-27-0025-072-2022 Duluth International Airport (DLH) Duluth Airport Authority

SEH No. DULAI 159869

From: Short Elliott Hendrickson Inc. 3535 Vadnais Center Drive St. Paul, MN 55110-3507 651.490.2000

To: Document Holders

DOCUMENT HOLDERS on the above-named project are hereby notified that this document shall be appended to, take precedence over and become part of the original bidding documents dated May 5, 2022 for this work. Bids submitted for the construction of this work shall conform to this document.

This addendum consists of 2 pages, not including revised project drawings, Specification F164, and Appendices D, E, and F.

Changes to Bidding Requirements:

1. Document 00 11 13 – Instructions to Bidders: REVISE first sentence to say "Notice is hereby given that Online Bids will be received by the City of Duluth, on behalf of the Duluth Airport Authority, until 2:00 p.m., Monday, **May** 16, 2022."

Changes to Contract Forms:

- 2. Document 00 52 00 Standard Form of Agreement: REVISE Paragraph 4.02 Contract Times: Dates to say "The work shall be substantially complete by July 13, 2022. The contractor shall be given 14 calendar days for Phase 1A, 14 calendar days for Phase 1B, and 14 calendar days for Phase 1C. The work shall be completed and ready for final payment in accordance with Paragraph 15.06 of the General Conditions on or before August 30, 2022. It is expected the contractor start work as soon as possible following the Notice to Proceed, which is anticipated to be issued May 17, 2022."
- Document 00 52 00 Standard Form of Agreement: REVISE Paragraph 4.03 Liquidated Damages, subparagraph 1 Substantial Completion to say "Substantial Completion: Contractor shall pay Owner \$1,000.00 for each day that expires after the time (as duly adjusted pursuant to the Contract) specified in Paragraph 4.02.A above for Substantial Completion until the Work is substantially complete."

Changes to Specifications: (Section No. and Title, Article and Paragraph, Page No., Describe Change)

- 4. Section 30 Award of Contract: REVISE Paragraph 30-02 to say that if the project is to be awarded, it shall be made within 30 calendar days.
- 5. ADD Specification F164 Wildlife Exclusion Fence
- 6. ADD Appendix D City of Duluth Supplementary Provisions State and Federal Funding.
- 7. ADD Appendix E COVID 19 Project Shutdown Plan
- 8. ADD Appendix F DLH Construction Safety Handbook

Changes to Drawings:

- 9. REPLACE Project Drawings with drawings attached as part of this addendum.
- Note: Receipt of this Addendum No.1, dated May 12, 2022 shall be acknowledged on <u>BidExpress</u>. Failure to do so will not allow Bidder to submit Bid.

END OF ADDENDUM

Item F-164 Wildlife Exclusion Fence

DESCRIPTION

164-1.1 This item covers the requirements for furnishing materials and constructing new wire wildlife exclusion fences and gates with wood posts; furnishing and installing chain-link fence fabric underground along the wire fence line; and constructing concrete pads at fence gates in accordance with the details included here and as shown on the plans. The fence to be erected shall be chain-link fencing topped by three strands of barbed wire, as indicated on the plans and in the bid proposal.

MATERIALS

164-2.1 Wire.

a. Chain-Link fence Fabric. The fabric shall be woven from a 9 gauge aluminum-coated steel wire in a 2-inch (50 mm) mesh and shall conform to the requirements of ASTM A491.

b. Barbed wire (zinc-coated). Zinc-coated barbed wire shall be 2-strand twisted No. 12-1/2 gauge galvanized steel wire with 4-point barbs of No. 14 gauge galvanized steel wire. All wire shall conform to ASTM A121, Type A. The barbs shall be spaced approximately 5 inches (125 mm) apart.

c. Wire ties and tension wires. Wire fabric ties, wire ties, and tension wire for a given type of fabric shall be the same material as the fabric type. The tension wire shall be 7-gauge coiled spring wire coated similarly to the respective wire fabric being used. Wire fabric ties shall be hog rings of galvanized steel wire not less than 9-gauge. All material shall conform to Federal Specification RR-F-191/4.

d. Bracing wire (zinc-coated). Wire used for cable for bracing shall be No. 9 smooth galvanized soft wire.

164-2.2 Miscellaneous fittings and hardware. Miscellaneous steel fittings and hardware for use with zinccoated steel fabric shall be of commercial grade steel or better quality, wrought or cast as appropriate to the fitting or hardware, and sufficient in strength to provide a balanced design when used with fabric, posts, and wires of the specified quality. All steel fittings and hardware shall be protected with a zinc coating applied in conformance with ASTM A153.

164-2.3 Braces. Cleats, gate stops, and braces shall be of the size shown on the plans. They shall be of the same species and quality specified for the posts or approved by the Engineer, and they shall be free from knots larger than one-third the width of the piece. Gate stops shall be made of posts of suitable length. Braces may be made of posts of suitable length or of sawed lumber. All cleats, gate stops, and any braces in contact with the ground and for a distance of at least 6 inches (150 mm) above the ground shall be treated by the hot and cold bath process, specified herein for posts. The wire used in cable for bracing shall conform to paragraph 164-2(e).

164-2.4 Steel posts, rails, and braces. Line posts, rails, and braces shall conform to the requirements of ASTM F1043 or ASTM F1083 as follows:

Galvanized tubular steel pipe shall conform to the requirements of Group IA, (Schedule 40) coatings conforming to Type A, or Group IC (High Strength Pipe), External coating Type B, and internal coating Type B or D.

Roll Formed Steel Shapes (C-Sections) shall conform to the requirements of Group IIA, and be galvanized in accordance with the requirements of ASTM F1043, Type A.

Hot-Rolled Shapes (H Beams) shall meet the requirements of Group III, and be galvanized in accordance with the requirements of ASTM F1043, Type A.

Aluminum Pipe shall conform to the requirements of Group IB.

Aluminum Shapes shall conform to the requirements of Group IIB.

Vinyl or polyester coated steel shall conform to the requirements of ASTM F1043, Paragraph 7.3, Optional Supplemental Color Coating.

Composite posts shall conform to the strength requirements of ASTM F1043 or ASTM F1083. The strength loss of composite posts shall not exceed 10% when subjected to 3,600 hours of exposure to light and water in accordance with ASTM G152, ASTM G153, ASTM G154, and ASTM G155.

Posts, rails, and braces furnished for use in conjunction with aluminum alloy fabric shall be aluminum alloy or composite.

Posts, rails, and braces, with the exception of galvanized steel conforming to ASTM F1043 or ASTM F1083, Group 1A, Type A, or aluminum alloy, shall demonstrate the ability to withstand testing in salt spray in accordance with ASTM B117 as follows:

- External: 1,000 hours with a maximum of 5% red rust.
- Internal: 650 hours with a maximum of 5% red rust.

The dimensions of the posts, rails, and braces shall be in accordance with Tables I through VI of Federal Specification RR-F-191/3.

164-2.5 Staples. The staples shall be No. 9 galvanized steel wire, one inch (25 mm) long for hardwood posts and 1-1/2 inch (38 mm) long for use in softwood posts.

CONSTRUCTION METHODS

164-3.1 General. The fence shall be constructed in accordance with the details on the plans using new materials. All work shall be performed in a workmanlike manner, satisfactory to the Engineer. Before beginning the work, or at the request of the Contractor, the Engineer shall establish and mark the property line or fence line for the work. The Contractor shall span the opening below the fence with barbed wire at all locations where it is not practical to conform the fence to the general contour of the ground surface because of natural or manmade features such as drainage ditches. The new fence shall be permanently tied to the terminals of existing fences whenever required by the Engineer. The finished fence shall be plumb, taut, true to line and ground contour, and complete in every detail. When shown on the plans or directed by the Engineer, the Contractor shall stake down the woven wire fence at several points between posts. The Contractor shall arrange the work so construction of the new fence immediately follows the removal of existing fences. The length of unfenced section at any time shall not exceed 300 feet (90 m). The work shall progress in this manner, and at the close of the working day, the newly constructed fence shall be tied to the unremoved existing fence.

164-3.2 Clearing fence line. The site of the fence shall be sufficiently clear of obstructions, and surface irregularities. The fence line shall be graded so that the fence will conform to the general contour of the ground. The fence line shall be cleared to a minimum width of 10 feet (3 m) on each side of the centerline of the fence. This clearing shall consist of the removal of all stumps, brush, rocks, trees, or other obstructions that will interfere with proper construction of the fence. Stumps within the cleared area of the fence line shall be grubbed or excavated. The bottom of the fence shall be placed a uniform distance above ground as specified in the plans. When shown on the plans or as directed by the Engineer, the existing fences which interfere with the new fence location shall be removed by the Contractor as part of the construction work, unless removal is listed as a separate item in the bid schedule. All holes remaining after post and stump removal shall be refilled with suitable soil, gravel, or other suitable material and shall be compacted with tampers.

The work shall include the handling and disposal of all material cleared, of excess excavation and the removal of spoiled material regardless of the type, character, composition, or condition of such material encountered.

164-3.3 Setting posts. Steel posts shall be spaced as shown on the plans. Corner, brace, anchor, end, and gate posts shall be set in concrete bases as shown on the plans. The top of the base concrete shall be slightly above the ground surface, trowel finished, and sloped to drain. Post holes of full depth and size for the concrete bases for posts shall be provided. All line posts may be either driven or set in dug holes to a penetration depth of 3 feet (90

cm). All post setting shall be done carefully and to true alignment. Dirt removed for placing posts, anchor bars, flanges, etc., shall be replaced, tamped, and leveled. When posts are driven, care shall be exercised to prevent marring or buckling of the posts. Damaged posts shall be replaced at the Contractor's expense. After posts are placed and lined, the holes shall be backfilled with concrete. The posts adjacent to end, corner, anchor, and gate posts shall be set and braced with braces and wire, as shown on the plans. No extra compensation shall be made for rock excavation.

164-3.4 Anchoring. Corner, end, gate, and adjacent intermediate posts shall be anchored, by gaining and spiking cleats to the sides of the posts, as indicated on the plans. No cleats will be required on other intermediate posts or on anchor posts.

164-3.5 Bracing. End, corner, anchor, and gate posts shall be braced by using a post of sufficient length or a piece of sawed lumber of the proper size, together with a wire cable. The wooden brace shall be gained and securely spiked into the end, corner, anchor, or gate posts and into the next intermediate posts about 6 inches (150 mm) from the top of the respective posts. A cable made of a double strand of galvanized soft wire shall be looped around the end, corner, anchor, or gate post near the ground and around the next intermediate post about 12 inches (300 mm) from the top. After the cable has been stapled in this position, it shall be twisted until tight. The staples used to hold the cable shall be not less than 1-1/2 inches (38 mm) long. The tool used for twisting the cable shall be left in placed to permit later adjustment of bracing if found necessary. Anchor posts shall be set at approximately 500 feet (150 m) intervals and braced to the adjacent posts. Posts shall be braced before the wire fencing is placed.

164-3.6 Installing wire. The wire shall be placed on the side of the posts away from the airport or as directed. The wire fence shall be placed on the posts at the height indicated on the plans. Longitudinal wires shall be installed parallel and drawn uniformly taut. The vertical stay wires of the woven wire fencing shall be straight and vertical. At end and gate posts the woven wire and barbed wire shall be wrapped once around the post; each longitudinal wire shall be stapled at least three times and the ends of these wires shall be tied with a snug, tight twist. Each longitudinal wire shall be stapled to each intermediate post with one steel wire staple; at the corner and anchor posts, two or more staples shall be used. The top strands of barbed wire of all fences shall be stapled with two staples in each post. All staples shall be set diagonally with the grain of the wood and driven up tight. After the fence has been erected, the tops of the wood posts shall be sawed off with a 1-to-3 pitch. The bottom wire of the wire fencing shall clear the ground by not more than 2 inches (50 mm) or less than one inch (25 mm) at any place.

164-3.7 Splicing wire. Wire splices in longitudinal wires will be permitted if made with an approved galvanized bolt-clamp splice or a wire splice made as follows: the end of the wires shall be carried 3 inches (75 mm) past the splice tool and wrapped around the other wire away from the tool for at least six turns in opposite directions. After the tool is removed, the space occupied by it shall be closed by pulling the ends together. The unused ends of the wires shall be cut close to make a neat, workmanlike job. Woven wire shall be spliced only at posts.

164-3.8 Existing fence connections. Wherever the new fence joins an existing fence, either at a corner or at the intersection of straight fence lines, a corner or anchor post shall be set at the junction and braced and anchored the same as described for corner posts. If the connection is made at other than the corner of the new fence, the last span of the old fence shall contain a brace span.

164-3.9 Electrical grounds. Electrical grounds shall be constructed at 500 feet (150 m) intervals. The ground shall be accomplished with a copper clad rod 8 feet (2.4 m) long and a minimum of 5/8 inches (16 mm) in diameter driven vertically until the top is 6 inches (150 mm) below the ground surface. A No. 6 solid copper conductor shall be clamped to the rod and to the fence in such a manner that each element of the fence is grounded. Installation of ground rods shall not constitute a pay item and shall be considered incidental to fence construction. The Contractor shall comply with FAA-STD-019, Lightning and Surge Protection, Grounding, Bonding and Shielding Requirements for Facilities and Electronic Equipment, Paragraph 4.2.3.8, Lightning Protection for Fences and Gates when fencing is adjacent to FAA facilities.

164-3.10 Cleaning up. The Contractor shall remove from the vicinity of the completed work all tools, buildings, equipment, etc., used during construction. All disturbed areas shall be seeded per Item T-901.

164-3.11 Standard Detail Examples. The following drawings (Figure 1) are examples of details for a wildlife exclusion fence. The fence type and dimensions shown will vary according to specific project design requirements.

METHOD OF MEASUREMENT

164-4.1 Fence. Fence shall be measured in place from outside to outside of end posts or corner posts and shall be the length of fence actually constructed, except for the space occupied by the gates.

BASIS OF PAYMENT

164-5.1 Chain link fence skirt fabric. Payment for chain-link fence fabric shall be made at the contract unit price per linear foot. This price shall be full compensation for furnishing materials, all labor (including preparation, excavation, backfill, fill, and installation), equipment, tools, and incidentals necessary to complete this item. Utility locates shall be included in this pay item.

Payment will be made under:

Item F-164-5.1 Chain-Link Fence – lump sum

MATERIAL REQUIREMENTS

ASTM A116	Standard Specification for Metallic-Coated, Steel Woven Wire Fence Fabric
ASTM A121	Standard Specification for Metallic-Coated Carbon Steel Barbed Wire
ASTM A153	Standard Specification for Zinc Coating (Hot-Dip) on Iron and Steel Hardware
ASTM A392	Standard Specification for Zinc-Coated Steel Chain-Link Fence Fabric
ASTM F668	Standard Specification for Polyvinyl Chloride(PVC), Polyolefin and other Organic Polymer Coated Steel Chain-Link Fence Fabric
ASTM F1043	Standard Specification for Strength and Protective Coatings on Steel Industrial Fence Framework
ASTM F1083	Standard Specification for Pipe, Steel, Hot-Dipped Zinc-Coated (Galvanized) Welded, for Fence Structures
ASTM F1183	Standard Specification for Aluminum Alloy Chain Link Fence Fabric
ASTM F1345	Standard Specification for Zinc 5% Aluminum-Mischmetal Alloy Coated Steel Chain- Link Fence Fabric
ASTM G152	Standard Practice for Operating Open Flame Carbon Arc Light Apparatus for Exposure of Nonmetallic Materials
ASTM G153	Standard Practice for Operating Enclosed Carbon Arc Light Apparatus for Exposure of Nonmetallic Materials
ASTM G154	Standard Practice for Operating Fluorescent Ultraviolet (UV) Lamp Apparatus for Exposure of Nonmetallic Materials
ASTM G155	Standard Practice for Operating Xenon Arc Light Apparatus for Exposure of Nonmetallic Materials
AWPA U1	Use Category System: User Specification for Treated Wood

FED SPEC RR-F-191/Gen

Fencing, Wire, and Post Metal (and Gates, Chain-link Fence Fabric, and Accessories) (General Specification)

FED SPEC RR-F-191/4 Fencing, Wire and Post, Metal (Chain-Link Fence Accessories)

END OF ITEM F-164

City of Duluth Supplementary Provisions – State & Federal Funding

1. Disbursements

- a. No money under this Contract shall be disbursed by the City to any Contractor unless the Contractor is in compliance with the Federal Agency requirements with regard to accounting and fiscal matters to the extent they are applicable.
- b. Unearned payments under this Contract may be suspended or terminated upon the Contractor's refusal to accept any additional conditions that may be imposed by the Federal Agency at any time; or if the grant, if applicable, to the City under which this Contract is made is suspended or terminated.

2. Subcontracting Requirements

- a. The Contractor shall include in any subcontract the clauses set forth in these City of Duluth Supplementary Provisions in their entirety and shall also include a clause requiring the subcontractors to include these clauses in any lower tier subcontracts which they may enter into, together with a clause requiring this insertion in any further subcontracts that may in turn be made.
- b. The Contractor shall not subcontract any part of the work covered by this Contract or permit subcontracted work to be further subcontracted without the City's prior written approval of the subcontractors. The City will not approve any subcontractor for work covered by this Contract who is at the time ineligible under the provisions of any applicable regulations issued by a Federal Agency or the Secretary of Labor, United States Department of Labor, to receive an award of such subcontract.

3. Breach of Contract.

The City may, subject to the Force Majeure provisions below and in addition to its other rights under the Contract, declare the Contractor in breach of the Contract by written notice thereof to the Contractor, and terminate the Contract in whole or in part, in accordance with Section 4, Termination, for reasons including but not limited to any of the following:

- a. Failure to begin the Work within the time specified in the Contract;
- b. Failure to perform the Work with sufficient labor, equipment, or material to insure the completion of the specified Work in accordance with the Contract terms;
- c. Unsatisfactory performance of the Work;
- d. Failure or refusal to remove material, or remove and replace any Work rejected as defective or unsatisfactory;
- e. Discontinuance of the Work without approval;
- f. Failure to resume the Work, which has been discontinued, within a reasonable time after notice to do so;
- g. Insolvency or bankruptcy;
- h. Failure to protect, to repair, or to make good any damage or injury to property;
- i. Breach of any provision of the Contract;
- j. Misrepresentations made in the Contractor's bid/proposal; or
- k. Failure to comply with applicable industry standards, customs, and practice.

4. <u>Termination</u> If the Contractor is in breach of the Contract, the City, by written notice to the Contractor, may terminate the Contractor's right to proceed with the Work. Upon such termination, the City may take over the Work and prosecute the same to completion, by contract or otherwise, and the Contractor and its sureties shall be liable to the City for any additional cost incurred by the City in its completion of the Work and they shall also be liable to the City for liquidated damages for any delay in the completion of the Work as provided below. If the Contractor's right to proceed is terminated, the City may take possession of and utilize in completing the Work such materials, tools, equipment, and plant as may be on the site of the Work and necessary therefore.

City shall have the right to terminate this contract immediately without other cause in the event that all or a portion of the funds that the City intends to use to fund its obligations under the contract have their source with the State or Federal government or any agency thereof and said source reduces or eliminates their obligation to provide some or all of the funds previously committed by it to fund City's payment obligations under the Contract. The City agrees that termination hereunder will not relieve the City of its obligation to pay Contractor for Work satisfactorily performed and reasonable costs incurred prior to the effective date.

Notwithstanding anything herein to the contrary, the City may terminate this Contract at any time upon written notice given by the City (for any reason, including the convenience of the City) to the Contractor at least thirty (30) days prior to the effective date of the termination of this Contract. The City agrees that termination hereunder will not relieve the City of its obligation to pay Contractor for Work satisfactorily performed and reasonable costs incurred prior to the effective date of the termination provided that Contractor has not committed a breach of this Contract. Nothing contained in this section shall prevent either party from pursuing or collecting any damages to which it may be entitled by law.

5. Force Majeure.

The right of the Contractor to proceed shall not be terminated nor shall the Contractor be charged with liquidated damages for any delays in the completion of the Work due to any acts of the Government, including controls or restrictions upon or requisitioning of materials, equipment, tools, or labor by reason of war, National Defense, or any other national emergency; any acts of the City; causes not reasonably foreseeable by the parties to this Contract at the time of the execution of the Contract which are beyond the control and without the fault or negligence of the Contractor, including, but not restricted to, acts of God or of the public enemy, acts of another Contractor in their performance of some other contract with the City, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and weather of unusual severity such as hurricanes, tornadoes, cyclones, and other extreme weather conditions; nor to any delay of any Subcontractor occasioned by any of the causes specified above. The Contractor shall promptly notify the City in writing within ten (10) days of the delay. Upon receipt of such notification, the City shall ascertain the facts and the cause of the delay. If, upon the basis of facts and the terms of the Contract, the delay is properly excusable, the City shall extend the time for completing the Work for a period of time commensurate with the period of excusable delay.

6. Equal Employment Opportunity.

During the performance of this contract, the contractor agrees as follows:

- a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: Employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.
- The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the h contractor, state that all qualified applicants will receive considerations for employment without regard to race, color, religion, sex, or national origin.
- c. The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representatives of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.
- The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the d. rules, regulations, and relevant orders of the Secretary of Labor.
- The contractor will furnish all information and reports required by Executive Order 11246 of September 24, e. 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.
- In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any f. of the said rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions as may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.
- The contractor will include the portion of the sentence immediately preceding paragraph (1) and the g. provisions of paragraphs (a) through (g) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of

September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, That in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency the contractor may request the United States to enter into such litigation to protect the interests of the United States.

- <u>Contracting with Small and Minority Businesses</u>, Women's Business Enterprises, and Labor Surplus Area Firms. Per 2 CFR 200.321, prime contractor must take all necessary affirmative steps to assure that minority businesses, women's business enterprises, and labor surplus area firms (collectively referred to as socioeconomic firms) are used when possible. The affirmative steps must include:
 - a. Placing qualified socioeconomic firms on solicitation lists;
 - b. Assuring that socioeconomic firms are solicited whenever they are potential sources;
 - c. Dividing total requirements, when economically feasible, into smaller tasks or quantities to permit maximum participation by socioeconomic firms;
 - d. Establishing delivery schedules, where the requirements permit, which encourage participation by socioeconomic firms; and
 - e. Using the services and assistance, as appropriate, of such organizations as the Small Business Administration and the Minority Business Development Agency of the Department of Commerce.

8. Davis Bacon Act.

Contractor shall comply with the Davis-Bacon Act (40 U.S.C. 3141–3144, and 3146–3148) as supplemented by Department of Labor regulations (29 CFR Part 5, "Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction"). Contractor shall pay wages to laborers and mechanics at a rate not less than the prevailing wages specified in the wage decision included as part of the bid solicitation. In addition, contractor shall pay wages not less than once a week.

9. Compliance with the Copeland "Anti-Kickback" Act.

Contractor shall comply with the Copeland "Anti-Kickback" Act (40 U.S.C. 3145), as supplemented by Department of Labor regulations (29 CFR Part 3, "Contractors and Subcontractors on Public Building or Public Work Financed in Whole or in Part by Loans or Grants from the United States"). Contractor and any subcontractors are prohibited from inducing, by any means, any person employed in the construction, completion, or repair of public work, to give up any part of the compensation to which he or she is otherwise entitled.

10. Contract Work Hours and Safety Standards Act.

Contractor shall comply with 40 U.S.C. 3702 and 3704, as supplemented by Department of Labor regulations (29 CFR Part 5). Contractor shall compute the wages of every mechanic and laborer on the basis of a standard work week of 40 hours. Work in excess of the standard work week is permissible provided that the worker is compensated at a rate of not less than one and a half times the basic rate of pay for all hours worked in excess of 40 hours in the work week. Contractor shall ensure that no laborer or mechanic involved in the Work is required to work in surroundings or under working conditions which are unsanitary, hazardous or dangerous. These requirements do not apply to the purchases of supplies or materials or articles ordinarily available on the open market, or contracts for transportation or transmission of intelligence. In addition, state or local funding sources may impose more strict requirements or higher rates for wages, benefits, and overtime rates. Contractors must review the labor cost bidding data form included with the bid package and compensate workers accordingly.

11. <u>Clean Air Act and Federal Water Pollution Control Act</u>

Contractor shall comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401–7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. 1251–1387). Violations must be reported to the Federal awarding agency and the Regional Office of the Environmental Protection Agency (EPA). Contractor agrees to include this provision in any subcontract exceeding \$150,000 that is financed in whole or in part with Federal funds.

12. Energy Standards.

Contractor shall comply with all mandatory standards and policies relating to energy efficiency which are

contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 U.S.C. 6201).

13. Suspension and Debarment.

This contract is a covered transaction for purposes of 49 CFR Part 29. As such, the contractor is required to verify that none of the contractor, its principals, as defined at 49 CFR 29.995, or affiliates, as defined at 49 CFR 29.905, are excluded or disqualified as defined at 49 CFR 29.940 and 29.945. The contractor is required to comply with 49 CFR 29, Subpart C and must include the requirement to comply with 49 CFR 29, Subpart C in any lower tier covered transaction it enters into.

14. Byrd Anti-Lobbying Amendment, 31 U.S.C. § 1352 (as amended)

Contractors must certify that that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant, or any other award covered by 31 U.S.C. § 1352.

15. Procurement of Recovered Materials

In the performance of this contract, the Contractor shall comply with section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act. This shall include making maximum use of products containing recovered materials as designated by the Environmental Protection Agency (EPA) unless (i) the materials cannot be acquired competitively and within the timeframe required by the contract performance schedule; (ii) the materials designated by the EPA do not meet contract performance requirements; or (iii) the materials cannot be acquired for a reasonable price. Information about this requirement, along with the list of EPA- designated items, is available at the EPA's Comprehensive Procurement Guidelines web site, https://www.epa.gov/smm/comprehensive-procurement-guideline-cpg-program.

16. Telecommunications and Video Surveillance Services or Equipment

In the performance of this contract, Contractor/Supplier shall comply with Public Law 115-232, Section 889, which prohibits the procurement or use of covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system. As described in Public Law 115-232, section 889, covered telecommunications equipment is telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities).

For the purpose of public safety, security of government facilities, physical security surveillance of critical infrastructure, and other national security purposes, use of video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities) is prohibited.

In addition, telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of the National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of a covered foreign country is prohibited.

17. Domestic Preferences for Procurements

As appropriate and to the extent consistent with law, Contractor shall, to the greatest extent practicable under a Federal award, supply and/or use goods, products, or materials produced in the United States (including but not limited to iron, aluminum, steel, cement, and other manufactured products). For purposes of this section, "Produced in the United States" means, for iron and steel products, that all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States. "Manufactured products" means items and construction materials composed in whole or in part of non-ferrous metals such as aluminum; plastics and polymer-based products such as polyvinyl chloride pipe; aggregates such as concrete; glass, including optical fiber; and lumber.

Contractors shall include the preceding language in all subcontracts.

City of Duluth, MN Covid-19 Project Shutdown Plan

In the event that employee illness or a governmental agency requires that the project cease due to the Covid-19 Virus, prior to suspension, the contractor shall provide a written plan to the architect/engineer on the project and the City for their prior approval and, upon such approval, shall be implemented by the contractor as part of this contract. The plan shall include the following requirements which shall apply to the status of the work at the time of interruption:

- 1. Time, if any, between the determination of the necessity of suspension and the actual suspension of work will be allocated in this order of priority; Life Safety Issues, Asset Integrity, Environmental Impacts, & Economic Impacts.
- 2. Excavations will be completed or temporarily filled.
- 3. Equipment will be removed from the site or secured by the contractor.
- 4. Physical barricades shall be installed as necessary to protect the work from damage or destruction and the public from injury in the event of trespass on the site.
- 5. Warning signs shall be installed where reasonably necessary to warn the public of any hazardous condition on the site.
- 6. Erosion control necessary to protect the site shall be in place and functioning and vegetation shall be in place and properly protected; all exposed and or erodible soil surfaces shall be fully stabilized per the SWPPP/NPDES permit requirements.
- 7. Onsite materials shall be removed from the site to safe storage or protected on site from damage or theft.

When work is being performed inside a building, the following additional requirements shall apply:

- 8. Building/Workspace shall be left in a safe and secure manner. Access to the work area will be accessible with a lockable physical barrier.
- 9. The building shall be left with a weather tight envelope.
- 10. Electrical infrastructure shall be left in a safe manner compliant with electrical code.
- 11. Plumbing infrastructure shall be left in a safe and leak-proof manner compliant with plumbing code.
- 12. Emergency exit routes shall be open and accessible, unless agreed to by the City of Duluth.
- 13. Fire suppression systems will be left in an operable manner, unless agreed to by the City of Duluth.
- 14. Alarm systems will be left in an operable manner, unless agreed to by the City of Duluth.
- 15. The work area will need to be cleaned/sterilized.
- 16. If the general contractor is unable to meet these requirements; the work related to these items will need to be contracted out.

Construction Safety and Security Handbook

Aircraft Operations Area (AOA) Duluth International Airport

Duluth, Minnesota

May 27,2015



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List of Exhibits

- Exhibits A Airport Assistance Form
- Exhibits B Policy Regarding Requests for Unescorted Access for AOA Restricted Areas
- Exhibits C Policy Regarding Requests for Unescorted Access for the
- Security Identification Display Area (SIDA)
- Exhibits D Sample Construction Badge Request Letter
- Exhibits E Replacement ID Badge Application
- Exhibits F Airfield Map

Construction Safety and Security Handbook Aircraft Operations Area (AOA)

Prepared for Duluth International Airport

1.0 AIRPORT EMERGENCY NUMBERS

1.1 EMERGENCY TELEPHONE NUMBER 911 - FOR POLICE FIRE RESCUE

1.2 AIRPORT NON-EMERGENCY NUMBERS

DULUTH AIRPORT AUTHORITY

Airport Office	(M – F 08:00 – 16:30)	218.727.2968 218.727.2960 (fax)
Airport Security	(24 Hours)	218.391.5631 (cell) 218.726.4984 (pager)
Executive Director	Tom Werner	218.625.7766
Operations Director	Blaine Peterson	218.625.7767
Airside Manager	Steve Wabrowetz	218.625.5051
Airfield Foreman	Paul Sinnott	218.652.5050
Maintenance Supervisor	Dan Taylor	218.391.1013 (cell)
Airport Garage		218.727.6522

2.0 CONSTRUCTION SAFETY FOR DULUTH AIRPORT AUTHORITY

This manual provides general information to Contractors on the requirements and procedures for accident prevention, safety, security, and loss control for the Duluth Airport Authority (DAA) construction, repair, or services required by the DAA and its tenants. The DAA's safety objective is to achieve accident free construction projects.

Contractors are charged with the responsibility for conducting their operations in a manner that will provide safe working conditions for all employees and the protection of the public and all others who may come in contact with or be exposed to this project. Nothing contained in this manual is intended to relieve any Contractor or supplier of the obligations assumed by the Contractor under contract with the DAA or as required by law.

Safety must be an integral part of each job. Full participation, cooperation, and support is necessary to ensure the safety and health of all persons and property involved in the project.

The purpose of marking, barricading, and lighting airside construction areas is to delineate hazardous areas and prevent unauthorized incursions into the area by personnel, vehicles, equipment, and aircraft during construction.

The limits of the Duluth International Airport, hereafter referred to as "the Airport," are defined as follows:

The Aircraft Operating Area (AOA), for the purpose of this document, is defined as any part of the Airport utilized for aircraft operations and includes any area inside the perimeter fence.

The Aircraft Movement Area (AMA) is defined as runways, taxiways, and other areas of the Airport that are utilized for taxiing, takeoff, and landing of aircraft, exclusive of loading ramps and parking areas. The AMA is a restricted area. All vehicle and pedestrian access is prohibited without the approval of the Airport and FAA Air Traffic Control.

The DAA reserves the right to review the Contractor's safety program/record and periodically inspect work sites for compliance.

3.0 SAFETY AREAS

Runways and taxiways have safety areas. The safety area dimensions at Duluth International Airport extend 1,000 feet beyond each runway end and 255 feet perpendicular to the runway centerline.

3.1 Design Standards

The runway and taxiway safety areas shall be:

- 1. Cleared and graded and have no potentially hazardous ruts, humps, depressions, or other surface variations.
- 2. Drained by grading or storm sewers to prevent water accumulation.
- 3. Capable under dry conditions of supporting construction and maintenance equipment, aircraft rescue, fire fighting equipment, and the occasional passage of aircraft without causing structural damage to the aircraft.
- 4. Free of objects, except for objects that need to be located in the runway safety area because of their functions. These objects shall be constructed on low impact resistant supports (frangible mounted structures) to the lowest practical height with the frangible point no higher than 3 inches. Other objects, such as manholes, should be constructed at grade. In no case should their height exceed 3 inches above grade.

3.2 Restricted Areas

Object Free Area (OFA), Obstacle Free Zone (OFZ), Primary Surface and Transitional Surface.

 Runway and Taxiway Surfaces. When aircraft operations are being conducted on a runway or taxiway, construction activity is prohibited within any of the above listed areas, as defined in the FAA's Advisory Circular (AC) 150/5300 13, current edition, unless approved on a case by case basis by the DAA, where construction equipment and material is properly marked and lighted.

These restricted areas vary depending on runway or taxiway design group. A taxiway OFA extends out to 129.5' from the centerline for group IV aircraft and 160' for group V.

A runway primary surface extends out to 500' from a runway centerline and the transitional surface begins a 7' to 1' outward and upward slope up to 150': Any equipment in these areas must be approved by the DAA.

When working near a runway or taxiway ask for assistance in defining these areas before work begins.

2. Approach Surfaces. When aircraft operations are being conducted near a runway, construction activity is prohibited to penetrate the surfaces, defined in AC 150/5300 13, unless approved by the DAA. The runway threshold may be relocated or displaced to eliminate the penetration.

3.3 Taxiways and Aprons

Construction activity may be safely permitted within safety areas of taxiways and on aprons in use provided the activity is first coordinated with the DAA, local notice to airmen (NOTAM's) are issued, marking and lighting provisions are implemented, and it is determined that the height of equipment and materials is safely below any part of the aircraft using the AOA that might overhang those areas. The taxiway centerline shall be maintained when construction activity is conducted adjacent to an active taxiway, a minimum clearance of 25 feet plus one

half the wingspan of the largest predominant aircraft (currently 767 400) from the centerline of an active taxiway or apron, which is 108 feet.

4.0 FLAGGERS AND OBSERVERS

All flaggers will be trained and approved by the DAA prior to working on the Airport.

4.1 Communications

All flaggers and observers controlling equipment crossing active aircraft areas will be required to have a cellular telephone or DAA approved radio to contact the DAA to report any problems that may affect aircraft operations. All observers and flaggers will immediately contact the DAA if any equipment or vehicle becomes disabled or is unable to yield to aircraft for any reason.

4.2 Crossings

If approved by the DAA, vehicle and pedestrian crossings of active taxiways and high-use or congested ramp areas may be permitted if the following provisions are met:

- 1. The DAA is notified before any activity begins and when the activity ends every day.
- 2. DAA has coordinated the activity with Air Traffic Control and has advised the Engineer or Contractor when to begin crossings.
- 3. An airport representative is available to contact Air Traffic Control if there are any problems.
- 4. All involved personnel understand that all equipment and pedestrians must yield to all aircraft. Aircraft always have the right of way.

5.0 CONSTRUCTION LIMIT BOUNDARIES

5.1 Setback Lines

Visible setback lines will be established prior to construction activity taking place adjacent to active taxiways and aprons. All vehicles, equipment, and construction activity must stay beyond these lines unless provisions are made with DAA and Engineering personnel. Locations where setback lines will be placed is determined by the Airport's largest predominant aircraft (Boeing 767 400), and setback lines will be located at 108 feet from the taxiway or apron centerline.

At the discretion of DAA and Engineering personnel, setback lines will be delineated according to the scope and timeframe of each project. Short-term projects involving limited personnel may be delineated with spray paint and/or wooden laths. For projects involving numerous personnel and subcontractors, setback lines will be delineated with rubber-based upright delineators with rope or ribbon extended between delineators. Contractors will be responsible for maintaining setback lines in a clearly visible condition until project completion.

If approved by the DAA, construction may be permitted within the setback lines if the following provisions are met:

- 1. A designated observer/spotter (other than the equipment operator) is on the site to direct the operator and equipment to yield to oncoming aircraft. The observer/spotter must be able to immediately get the attention of the operator and direct equipment beyond the setback lines. Equipment must be in position to immediately respond.
- 2. It is determined by DAA and Engineering personnel that the height of the equipment and materials is safely below any part of the aircraft using the AOA that might overhang those areas.
- 3. Vehicles and equipment are under escort by DAA or Engineering personnel that are in contact with the air traffic control tower or if equipment is being directed by a DAA approved flagger or observer/spotter.

If the above-stated provisions cannot be met, construction activity will not be allowed until a taxiway/apron closure can be scheduled with Air Traffic Control.

5.2 Trenches, Excavations, and Stockpiled Material

Open trenches exceeding 3 inches in depth and 3 inches in width or stockpiled material will not be permitted within the limits of safety areas of operational runways. Coverings for open trenches or excavations shall be of sufficient strength to support the weight of the heaviest aircraft operating on the runway or taxiway. Lightweight barricades and/or flagging should be used to identify the limits of construction near open trenches or excavations.

5.3 Equipment Height

Construction activity shall be prohibited when equipment penetrates any obstacle free zone (OFZ) as defined in the FAA's AC 150/5300 13, current edition, unless a favorable airspace finding has been made by the FAA and the DAA, and approved by the DAA. Equipment must display a checkered flag during daytime use and a yellow flashing beacon during nighttime use.

5.4 Proximity of Construction Activity to Navigational Aids

Construction activity in the vicinity of navigational aids requires special consideration. The effect of the activity and its permissible distance and direction from the aid must be evaluated in each instance. A coordinated evaluation by DAA and the FAA is necessary. Technical

involvement by FAA airports, air traffic, and airway facilities specialists is needed as well as construction engineering and management input. Particular attention needs to be given to stockpiling materials and movement and parking of equipment that may block the line of sight from the tower or interfere with electronic signals.

5.5 Construction Vehicle Traffic

Because each construction situation differs, the Contractor must coordinate construction vehicle traffic with the DAA.

5.6 Limitations of Construction

- 1. Open-flame welding or torch-cutting operations will be prohibited unless adequate fire and safety precautions are provided.
- 2. Open trenches, excavations, and stockpiled material at the construction site should be prominently marked and lighted by barricades (acceptable to the DAA and the FAA) during hours of restricted visibility and/or darkness. Under no circumstances are flare pots to be used for airport lighting.

Some temporary back filling of open trenches may be required.

3. Stockpiled material should be constrained in a manner to prevent movement resulting from aircraft blast or wind conditions. Material should not be stored near aircraft turning areas.

5.7 Marking and Lighting of Closed or Hazardous Areas on the Airport

When areas on the Airport are closed or present hazards due to construction activities, they should be marked and lighted according to AC 150/5340. Marking and lighting must be approved by the DAA.

If construction involves an extended closure of a runway, an illuminated cross ("X") shall be required at each end and shall be serviced and maintained by the Contractor. (The lighted cross ["X"] shall be provided by the Contractor.)

The dimensions of the safety area and obstacle free zones vary and will be stipulated in the specifications. If runway and taxiway closures are necessary, construction may be limited to nighttime, requiring 24 hour prior coordination.

All work in the AMA and safety area is to be coordinated with the DAA.

6.0 AIRCRAFT SAFETY CONSIDERATIONS

The Contractor will be required to coordinate work so as to satisfy clearance requirements for arrival and departure of scheduled aircraft and maintain compliance with the FAA's AC 150/5370-2 current edition, "Operational Safety on Airports During Construction." The AC sets forth guidelines for maintaining desired levels of operational safety during construction. All construction personnel should become familiar with the contents of this AC, including Appendix 1, "Special Safety Requirements During Construction."

6.1 Potential Hazards

Potential hazards include the following:

- 1. Excavation adjacent to runways, taxiways, and aprons.
- 2. Mounds of stockpiles of earth, construction material, temporary structures, and other obstacles in proximity to airport operations areas and approach zones.
- 3. Runway surfacing projects resulting in excessive lips greater than 1 inch for runways and 3 inches for edges between old and new surfaces at runway edges and ends.
- 4. Heavy equipment, stationary or mobile, operating or idle near the AOA or in safety areas.
- 5. Proximity of equipment or material that may degrade radiated signals or impair monitoring of navigational aids.
- 6. Tall but relatively low visibility units, such as cranes, drills, and the like, in critical areas such as safety areas and approach zones.
- 7. Improper or malfunctioning lights or unlighted airport hazards.
- 8. Holes, obstacles, loose pavement, trash, and other debris on or near the AOA.
- 9. Failure to maintain fencing during construction to deter human and animal incursion into the AOA.
- 10. Open trenches alongside pavement.
- 11. Improper marking or lighting of runways, taxiways, and displaced thresholds.
- 12. Attractions for birds, such as trash, grass seeding, or ponded water on or near airports.
- 13. Inadequate or improper methods of marking temporarily closed airport operations areas, including improper and unsecured barricades.
- 14. Obliterated markings on active operation areas.

NOTE: Safety area encroachments, improper ground vehicle operations, and unmarked or uncovered holes and trenches in the vicinity of aircraft operating surfaces are the three most recurring threats to airside safety during construction.

6.2 Aircraft Emergency

In the event of an aircraft emergency, the Contractor's personnel and/or equipment may be required to immediately vacate the area.

7.0 GENERAL SAFETY ISSUES

7.1 General

- 1. The Contractor must, at all times, conduct the work in conformance with requirements of the DAA, the FAA, and the TSA.
- 2. Aircraft traffic will continue to use existing runways, aprons, and taxiways of the Airport during the time that work under a contract is being performed. The Contractor shall at all times so conduct the work as to create no hindrance, hazard, or obstacle to aircraft using the Airport.
- 3. Runway closures, when authorized, are coordinated and approved by the DAA. The Contractor will schedule and organize the work so that a minimum of closings or crossings of runways and taxiways will be required during this project.
- 4. All construction-related activity taking place within any active area of the AOA requires the presence of a DAA or Engineer escort having radio communication with the FAA control tower. Spotters and/or flaggers having radio or telephone contact with the DAA may be used with the approval of the DAA. Any command or instruction given by the control tower, the DAA, the Engineer, flaggers, or spotters shall be immediately obeyed.
- 5. The Contractor may be working in an active AOA in which jet takeoff noise can be as high as 120 decibels. All Contractors shall comply with industry standards for personnel hearing protection when working within these areas.
- 6. Airport environment requires a high degree of care to control debris and dust. Spilled material on active roadways, taxiways, runways, and aprons shall be swept up immediately. The Contractor shall be aware that the AOA is subject to jet blasts, which are equivalent to wind velocities of 75 to 90 miles per hour; therefore, constant dust control measures will be required to prevent loose material from blowing across the airfield.
- 7. Sanitary facilities shall be provided by the Contractor at appropriate locations for the Contractor's employees. Public facilities at the Airport are not to be used.
- The speed limit on all airside roadways is 25 miles per hour unless otherwise posted. The speed limit on the aprons is 15 mph. (speed limit within 20 feet of an aircraft is 5 mph.)
- 9. Peak hours for the AOA are from 06:00 to 23:00. Non-peak hours are defined as the period from 23:00 to 06:00.
- 10. All personnel operating a motor vehicle within the secured area shall have a valid, state issued drivers license.
- 11. Maximum convoy length shall not exceed three vehicles plus the escort vehicle. The three vehicles must be in the immediate control of the escort vehicle.
- 12. Use of audio earphones and headsets are prohibited on the AOA unless directly related to job requirements.
- 13. All Contractor vehicles and equipment operating in the AOA not being escorted must display checkered flags during daytime use and yellow flashing beacons during nighttime use. The flag should be on a staff attached to the vehicle and should be at least a 3 foot square having a checkered pattern of International Orange and White squares at least one (1) foot on each side.

14. Approved Airport, tenants or Contractor vehicles properly equipped may be used to escort up to three vehicles onto the AOA. The vehicle providing the escort must lead and is responsible for the trailing vehicle(s).

It is acceptable for a person displaying an airport-issued ID to provide pedestrian escort for vehicles; however, this is only allowed within 100 feet of the gate. Under no circumstances may a badge employee provide an escort from inside an unmarked vehicle.

- 15. Beacons and flags must be maintained in good working condition, and flags will be replaced if they become faded, discolored, or ragged.
- 16. Construction projects affecting any aircraft operation area will be inspected by DAA prior to construction personnel and cleanup equipment leaving the area.
- 17. All electrical wire, cable, rope, trenches, holes, or any other object or surface variation that may interfere with or be damaged by airport field mowers or other equipment must be marked and/or barricaded to clearly denote the object or area.
- 18. Manholes, drain inlets and junction boxes must have approved covers in place at all times or they must be barricaded to clearly denote the uncovered opening.

7.2 Fines and Warnings

Safety and security precautions are necessary at Airports. Failure of the Contractor to adhere to prescribed requirements may have consequences that jeopardize the health, safety or lives of customers and employees at the Airport. Therefore, if the Contractor is found to be in violation of safety, security or badging/licensing requirements, the Contractor may be shutdown or removed from the Airport.

The DAA has the option to issue warnings on an offense based upon the circumstances of the incident. Individuals involved in non-compliance violations may be required to surrender their DAA ID badges pending investigation of the matter.

Penalties for violations related to DAA procedures may include the following:

- 1. Warning, DAA ID badge confiscation, retraining, and a letter from the employer stating what action if any has been taken to prevent reoccurrence.
- 2. Project shutdown and/or removal of personnel involved from the AOA.

Project shutdown or personnel removal may be issued on a first offense.

7.3 Signs

All permanent signs affected by construction shall be replaced by temporary signs acceptable to the DAA. The Contractor shall submit a sign relocation plan to the DAA for approval prior to any relocation of any existing signs. When construction takes place near the AOA and at the discretion of DAA and Engineering personnel, signs stating "ACTIVE RUNWAY/TAXIWAY DO NOT ENTER" may be required.

7.4 Barricades and Channelizing Devices

Airside construction sites shall be barricaded and lighted to delineate the work area by using Railroad Tie Barricades with lights and flags placed at 10-foot intervals; taxiway areas shall be barricaded using low-profile lights with flags at 10-foot intervals.

Hazardous areas, those in which no part of an aircraft may enter, shall be defined by the placement of low-profile barricades with reflective markings, and flashing yellow beacons.

Construction areas on temporarily closed taxiways, runways, or ramp areas shall be defined by the placement of approved Type II Construction Barricades with flashing yellow beacons and shall be secured in place with sandbags as directed by the DAA. During daylight hours, rubber-based upright delineators may be used. All lights and batteries used to delineate construction and hazardous areas shall be constantly maintained by the Contractor during periods of nighttime use.

7.5 Lighting

Temporary light plants used in conjunction with nighttime work cannot be located in such a manner as to be an obstruction or hazard. In addition, these light plants cannot be located where the glare of the light will cause visual or physical interference to operating aircraft and the FAA Air Traffic Control tower.

When existing edge lighting are rendered inoperable on an active runway or taxiway, the Contractor must install temporary edge lights. The lights and wiring shall meet National Electrical Code (NEC) Article 300, and AC 150/5340-24 "Runway and Taxiway Edge Lighting System," latest edition, for permanent lighting. Any active runway or taxiway lights requiring temporary removal shall be replaced by a temporary installation.

A temporary connection shall be made to connect all remaining active runway or taxiway lights in a construction area where several lights may have been decommissioned. Contractor shall have prior approval by the DAA before temporarily connecting lights.

"Temporary edge lights shall be securely fastened down and the electrical power cable shall not be driven across. Airfield lighting cables operate at high voltage. They have the potential of 5000 volts and should have only qualified personnel working with them".

The Contractor shall provide red obstruction lights for all stationary cranes erected on the construction site. All moveable cranes shall be provided with red obstruction lights if the boom cannot be lowered during hours of darkness. The DAA will issue NOTAMs on obstruction lighting; the Contractor shall notify the Engineer if any relocation takes place.

All construction personnel that are working on the AOA during hours of darkness will wear clothing with reflective markings.

7.6 Pavement Markings

All existing pavement markings requiring removal shall be obliterated by means approved by the DAA.

Temporary markings consist of paint or temporary preformed marking tape (removable).

All permanent pavement markings shall be restored at project completion.

7.7 Haul Routes

Where haul routes cross active taxiways, traffic control with a flagger or Engineer escort approved by the DAA shall be implemented.

Traffic control is defined as a flagger or DAA approved escort by the DAA.

Haul routes crossing active taxiways will not be permitted unless authorized by the DAA.

If the Contractor's haul road crosses any area used by aircraft for taxiing, takeoff, or parking, a power broom and/or hand sweeping shall be used to keep this area clean of debris, which

could damage aircraft engines or propellers. The Contractor shall be liable for any damages that occur.

Contractor's haul routes must be restored to their original condition at the completion of the project.

7.8 Transition Ramps

Construction projects on airside may involve overlays and/or milling operations on runway or taxiway surfaces. This operation will require the construction of temporary ramps to allow runway or taxiway use between actual work shifts during the airside non-peak hours.

7.9 Grade and Vegetation

Unless specified, all construction grades and vegetation must be restored to their original condition and be free of ruts and depressions. Appropriate seed shall be planted.

7.10 Closures/Interruptions

If any roadway or taxiway is interrupted because of the means and/or methods used by the Contractor, an alternate detour roadway or taxiway must be provided. The Contractor shall submit a plan to the Engineer for approval prior to use. All alternate routes must be properly delineated for AOA/AMA use.

7.11 Staging Areas and Environmental Compliance

The staging area cannot be located in high traffic areas within the AOA.

Any staging areas used must be left environmentally clean during and at completion of the construction project. This includes keeping the area clean of debris, oil spills, and other undesirable elements. Any hazardous or regulated waste material produced by the Contractor must be properly disposed of at the Contractor's expense according to all local, state, and federal regulations.

The Contractor may be required to provide test results to confirm an area has been left environmentally clean with any contamination removed.

7.12 Debris Hazards

Each construction project will have a procedure for regular cleanup and containment of construction material and debris. Special attention will be given to the cleaning of cracks and pavement joints. All taxiways, aprons, and runways must remain clean.

Secured waste containers with attached lids shall be required on construction sites.

Special attention should be given to securing lightweight construction material (concrete insulating blankets, tarps, insulation, etc.). Specific securing procedures and/or chain-link enclosures may be required.

Vehicle and equipment washing and clean up will not be allowed on the Airport unless approved by the DAA.

When working in an airport environment, immediate access to a power sweeper is required when construction occurs on any aircraft pavement area unless an appropriate alternative has been approved by the DAA and Engineer.

7.13 Airport Assistance Form

DAA has a construction "Airport Assistance Form" that may be utilized if necessary. The DAA may determine that the Contractor involved in a construction project will hinder operations, and if the contractor is not equipped or unable to rectify the problem within the established timeframe, the Airport Assistance Form will be implemented (Exhibit #1). The process for this work is as follows:

- 1. DAA or Engineer will initiate work;
- 2. Airport Maintenance will note the details involved and distribute completed copies;
- 3. Airport Finance will be notified of the pending cost claim;
- 4. The Engineer will receive notification of the action taken; and
- 5. Contractor is given a copy.

If anything that may affect aircraft operations, violations, or noncompliance of FAA or any other requirements is observed, the DAA must be notified.

DAA Telephone Numbers:

Office:	218.727.2968
Airport Security:	218.391.5631

8.0 SECURITY REQUIREMENTS

8.1 Airport Access and Identification (ID) Badge Requirements

- 1. All contractor employees working at a construction site in restricted areas of the Duluth Airport must obtain an Airport ID Badge. The badge must always be displayed on the outermost garment while inside restricted areas. Failure to do so may result in criminal and civil penalties, revocation of the badge and the individual being barred from the Airport.
- 2. Registration
 - a. The Engineer or sponsoring tenant must complete a construction fact sheet outlining the duration of the contract, the specific door and/or gate numbers for which access is requested, and the name of the Contractor and all subcontractors associated with the project.

Construction personnel will only access the points as specified by Construction Fact Sheet. If additional access points are required, the Engineer must coordinate with the DAA Operations Director and/or the Airport Security Office. No access changes will be negotiated with Contractors.

- b. The Contractor must complete a Unescorted Access/ DAA ID Badge Request Letter and Signature Authentication Form as shown in Exhibits #2 or #3 and #4.
 - (i) The Contractor will designate an Authorized Certifier/s on company letterhead, who is/are responsible for signing all identification badge applications, including those for sub-contractor employees. Authorized certifier must undergo the same background checks as those he/she is certifying. Sample signatures on the Signature Authentication Form must be included with the letter. This is to insure badge applications are signed only by the Authorized Certifier/s.
 - (ii) If the name of the sub-contractor company does not appear on the letter issued by the Contractor, no ID badges will be issued until an amended list is received.
- c. Application
 - (i) An application must be completed for each individual requesting access and Airport ID badge.
 - (ii) Airport ID badge applications are available from the Airport Security Office located in the Main Terminal.

Telephone Number:	218.727.2968
Fax Number:	218.727.2960

- (iii) All applications must be an original; no copies will be accepted.
- d. Background checks
 - (i) A favorable FBI Fingerprint Criminal History Records Check (CHRC) must be conducted on employees requesting access / Airport ID Badge for work conducted in the Security Identification Display Area (SIDA)/Secured Area. (The employment background section of the application is not applicable.) *See Exhibit #3 for costs associated with the CHRC.

A five (5) year employment background check must be conducted on employees requesting access / Airport ID Badge for all other airport restricted areas. The background verification section of the application must be completed by the applicant and verified by the Certifier or his/her representative prior to a badge

being issued. The verification form must include employment history for the required number of years, and all time must be accounted for.

The Airport Security Office may audit the background check information to ensure it is complete and accurate. If any discrepancies are found, the badge will be revoked until the information has been corrected. *NOTE: Any Transportation Security Administration (TSA) fines levied against the Airport for falsification of background information will be passed on to the Contractor. Additionally, any individual who falsifies background information can be held personally responsible and is subject to civil penalties levied by the TSA.

- (ii) Guidelines for submitting background information are included with this document as Exhibit #3. If the background information is not accurate or complete, the application will be returned, and an ID badge will not be issued until corrected.
- (iii) To allow adequate time for processing and verifying the background information, Required CHRC / background information and application must be submitted to the Airport Security Office a minimum of two business days before the badge is to be issued.
- (iv) Badge application instructions contain a list of disqualifying crimes. If an applicant has been convicted of any of these crimes within the last ten years, he/she is not eligible to obtain a badge for access to airport restricted areas. The applicant must indicate whether or not he/she has been convicted of any of the crimes listed.
- (v) A warrants check may be run on the applicant. Individuals with warrants are subject to arrest, and the badge will not be issued until the warrant(s) is/are resolved.
- (vi) The application must be signed by an authorized company certifier.
- e. Training
 - (i) All employees requesting unescorted re required to undergo security training, pursuant to Federal Regulations. This training must be scheduled through the Airport Security Office. Training time is approximately one hour.
 - (ii) If project size dictates, a construction class specific to the project will be conducted. A time for this class must be coordinated with the Airport Security Coordinator at (218) 727-2968.
- f. Issuance of badges
 - (i) There is a fee for the initial issue of each airport ID badge. Fees will be discussed with Airport Security Coordinator as there are various rates dependent on type of badge required.
 - (ii) The fee must be submitted by the Contractor only. Fees shall not be accepted from subcontractor companies. The DAA will periodically bill the contractor for the fees. Fees should not be paid in cash by the applicants to submit a copy of a drivers license or other picture ID.
- g. ID badge renewal/replacement procedures
 - (i) Replacement of Lost/Stolen badges
 - (a) If a badge is lost or stolen, it must be reported to the Airport Security Office immediately (218-391-5631), so the badge can be deactivated.

- (b) A replacement application must be completed and signed by an authorized company certifier.
- (c) \$125 replacement fee must be paid.
- (d) If the badge is later found, the employee must bring in the found badge to the Airport Security Office.
- (ii) Renewal of Expired Badge
 - (a) The Engineer must submit, in writing, a request to extend the expiration date of the badges and provide a new expiration date.
 - (b) A replacement application signed by an authorized company certifier must be completed for each employee still required on the project (Exhibit #5).
- (iii) Replacement of Inoperable or Damaged Badge
 - (a) If for any reason the ID badge becomes damaged, the badge holder shall return the badge to the Airport Security Office, and a replacement badge will be issued at no cost.
- (iv) Replacement of a Defaced Badge
 - (a) No stickers, pins drawings, etc. may be placed on the front of the Airport ID badge. A \$50 fee will be charged to replace a badge which has been defaced or altered.
- h. Termination of employee
 - (i) Upon voluntary or involuntary termination of the unescorted access privileges of the Applicant, the Company is required to notify the Airport Security Office (218-391-5631) immediately and surrender the identification badge as soon as possible. If the Applicant is convicted of any of the crimes after unescorted access is granted, the conviction must be reported by the Company immediately to Airport Security and the identification badge returned within 24 hours.

The Contractor shall notify the Airport Security Office, in writing, when a subcontractor is no longer under contract. The Contractor shall collect all badges and return them to the Airport Security Office within 72 hours. Failure to return a badge will result in a \$50.00 fine per badge.

- (ii) Escort procedures: An employee possessing a valid Airport ID badge may escort other individuals into the secure area under the following conditions:
 - (a) Individuals **under escort** must have an operational need to access the secure area.
 - (b) The employee providing the escort must remain within line of sight, and close enough to monitor the actions of the escorted person.

8.2 Haul Routes

Contractor may use designated haul routes for deliveries if approved by the DAA, if the following conditions are met:

- 1. Delivery drivers are allowed to go to and from the delivery point only. Any other work or activity requires driver to be properly escorted or badged.
- 2. Spotters may be required to position along the route at intervals (from starting to ending points) to maintain a line of sight and direct the vehicles.

3. All delivery vehicles are properly equipped with flags and/or beacons to operate on the Airport.

If the above stated conditions cannot be met, delivery vehicles must be escorted by a vehicle properly equipped to operate on the Airport.

8.3 Vehicle Requirements

1. Vehicle markings

All Contractor vehicles and equipment operating in the AOA must display checkered flags during daytime use and yellow flashing beacons during nighttime use. The flag should be on a staff attached to the vehicle and should be at least a 3 foot square having a checkered pattern of International Orange and White squares at least one (1) foot on each side.

- 2. Vehicle Escort
 - a. Only approved Contractor vehicles may be used to escort other vehicles onto the AOA. The vehicle providing the escort must lead and is responsible for the trailing vehicle(s).

It is acceptable for a person displaying an Airport ID Badge to provide pedestrian escort for vehicles; however, this is only allowed within 100 feet of the gate.

b. Equipment (backhoes, graders, etc.) that remain at the job site will be stored in the staging area. Staging areas located within the AOA are not for contractor employee parking unless approved by the DAA.

8.4 Access Points/Gates

- When non-automated gates are unlocked, they must be staffed at all times by a badged employee to control access. This individual must have the ability to contact Airport Security via phone in the event of a security breach. This individual is required to check each person entering Airport restricted areas through the gate for a valid ID badge. Anyone not in compliance will be denied access.
- 2. All employees performing gate guard duties are required to attend a briefing with Airport Security to obtain instruction on their responsibilities.
- 3. If a problem is encountered, the gate guard must notify Airport Security (218-391-5631) immediately. The guard will be asked to describe the problem and give a description of the vehicle or individual involved.
- 4. While not actively being used, the gate must be kept closed and locked.
- 5. Access to construction sites through manual gates must be coordinated with Airport staff. Contractor locks will be placed on gates interlocked with DAA locks ensuring DAA access at all times.

8.5 Fencing

If a temporary fence is erected, displacing a portion of the airport perimeter fence, it must meet permanent fence standards, which are 6 feet of chain link with 3 strands of barbed wire angled away from the secure area at 45 degrees, with poles cemented in place.

8.6 Security Violations

1. Any employee who commits a security violation shall be immediately escorted out of the restricted area and his/her ID badge will not be returned until remedial actions have been
taken (retraining, etc.). Based on the nature of the violation, the DAA may permanently revoke an Airport ID badge and deny access to restricted areas. The individual may also be responsible for any TSA penalties or fees levied for the violation.

- 2. Construction project may be shut down and delayed at the expense of the contractor if security violations persist.
- 3. Security violations include the following:
 - a. Loaning an airport ID badge to another individual or using another individuals badge.
 - b. Failure to actively control a vehicle gate providing access to a secure area.
 - c. Leaving an escorted individual unattended in a secure area.
 - d. Failure to possess and properly display a valid Airport ID badge while in the secure area.
 - e. Propping open a door or gate that leads to a secure area and leaving it unattended.
 - f. Leaving a door or gate unlocked that leads to a secure area.
 - g. Allowing an unauthorized individual to follow you through a door leading to a restricted area, with the exception of individuals under approved escort.
 - h. Using the Airport ID badge to enter secure areas of the airport that are not related to the construction job.
 - i. Working with an expired badge.
 - j. Failure to use the access card when entering a security controlled gate or door.
 - k. Failure to challenge or report an un-badged individual or other security violations in Airport restricted areas.

9.0 GLOSSARY

Advisory Circular (AC):

Documents produced by the FAA providing guidelines. The Advisory Circular is available at Internet address www.faa.gov/circdir.htm

Aircraft Movement Area (AMA):

The taxiways and runways controlled by the FAA ATCT.

Aircraft Operating Area (AOA):

The AMA expanded to include ramps/aprons and all areas inside the airport perimeter fence.

Air Traffic Control Tower (ATC, Control Tower, or Tower):

Controls all aircraft and vehicular movement on the aircraft movement area.

Apron:

The area near the buildings where aircraft load/unload and are serviced also referred to as the ramp.

Contractor:

The entity responsible for the completion of a contract or portion of a contract.

Duluth Airport Authority (DAA):

An Authority of the city of Duluth that is responsible for the Duluth International Airport as well as Sky Harbor Airport.

Duluth International Airport (Airport) (DLH):

Located approximately 5 miles west of the city of Duluth, consisting of approximately 3,000 acres, 2 runways.

Federal Aviation Administration (FAA):

Federal agency that governs aviation and activities at civilian airports.

Foreign Object Debris (FOD):

Unwanted, dangerous items on the ramps, taxiways, and runways that could damage an aircraft.

Object Free Area (OFA):

An area centered on a runway, taxiway, or taxilane centerline provided to enhance the safety of aircraft operations by having the area free of objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes.

Obstacle Free Zone (OFZ):

The OFZ is (45m) above the established airport elevation and along the runway and extended runway centerline that is required to be clear of all objects, except for frangible visual NAVAIDs that need to be located in the OFZ because of their function, in order to provide clearance protection for aircraft landing or taking off from the runway, and for missed approaches.

Primary Surface:

A surface longitudinally centered on a runway extending 200' beyond each end of the runway. The width varies from 250' for utility runways having only visual approaches to 1000' for precision instruments runways.

Restricted Area:

This area of the Airport refers to the acreage around the runways, protected by the secure exits from buildings, secure gates, and chain-link fences.

Safety Areas:

Runway: 9/27 and Runway 3/21 are 260 feet each side of the centerline, 1,000 feet off each end.

Taxiways: 80 feet each side of the centerline.

Security Identification Display Area (SIDA) / Secured Area:

SIDA / Secured Area means any area identified in the Airport Security Program as requiring each person to have completed a favorable FBI Fingerprint based CHRC and continuously display, on their outmost garment, an airport approved identification medium unless under an airport-approved escort.

The SIDA / Secured Area at the Duluth International Airport includes the entire area of the Main Terminal Ramp and its access points including the Airline's bag makeup areas.

Transportation Security Administration (TSA):

The Federal branch of Homeland Security responsible for oversight of airport security.

Transitional Surface:

A surface that extends outward and upward at right angles from the sides of the primary surface and the approach surface at a slope of 7 to 1.

Exhibit 1

Airport Assistance Form

AIRPORT ASSISTANCE FORM

Date:	Project Number:
DAA Personnel Re (Name)	questing Assistance
Assistance For:	(Signature)
	(Contractor/Company)
—	(Authorized Certifier)
Type Of Work Req	lested:
Area Where Assist	ince Is Needed:
Reason For Reque	sting Assistance:
Was This Activity F Equipment and La	art of the Contract Work? ()Yes ()No or Used:
(Maintenance Dep	rtment)
Start Time: Cost: NOTES:	Completion Time:

DISTRIBUTION: Airfield Operations, Maintenance, Finance, Engineering, and Contractor.

Exhibit #1 (Continued)

TYPE OF ASSISTANCE	COST/HOUR
EQUIPMENT	
Front End Loader	\$300
Oshkosh 18' Sweeper	\$400
Grader	\$400
Skidsteer	\$150
Labor (included in the above services)	\$100
PAVEMENT REPAIR	
Painting (pavement marking)	To be determined
Asphalting	(3 (3
Concrete	0.0
Shoulder Repair (class 5-gravel)	63 66
Labor (included in the above services)	\$75
ELECTICAL ASSISTANCE	
Ditch Witch Trencher	\$200
Underground Locator	\$150
Install / Remove Temporary / Permanent Lights	\$200
Labor (included in the above services)	\$100
ESCORT	· · · · · · · · · · · · · · · · · · ·
Labor With Truck / Radio	\$60

*Billing in one-hour increments rounded to the next hour: one-hour minimum charge.

Exhibit 2

Policy Regarding Requests for Unescorted Access for AOA Restricted Areas

Policy Regarding Requests for Unescorted Access for AOA Restricted Areas

- A. <u>Purpose</u>: The purpose of this document is to set forth the rules and regulations at the Duluth International Airport, in compliance with FAA/TSA Security Requirements (FAR Part 1542), for tenants, contractors or other business entities seeking authorization for unescorted access privileges in the Air Operations Area (AOA) secure areas at Duluth International Airport for themselves or their employees. Such tenants, contractors and other entities shall be referred to hereafter as Company. The Duluth Airport Authority shall be referred to hereafter as DAA.
- B. <u>Applicability</u>: The provisions listed below are applicable to all Companies seeking unescorted access for themselves or their employee(s) inside secure areas at Duluth International Airport. No such request will be honored unless the Company has a lease, permit, service, construction or other such contract with DAA or is specifically authorized for entry by federal regulation.
- C. <u>Designation of Certifier</u>: For each project, contract, permit or lease, each company shall formally designate and authorize a person (known hereafter as the Certifier) to sign written requests and written certifications verifying background investigations for unescorted access privileges for themselves or their employees working inside the Airport's AOAs, as well as respond to the DAA's audits of such privileges. The designation must be written on company letterhead, and include the name and title of the Certifier, as well as his/her business address, and shall contain a statement that a satisfactory five (5) year employment history background check has been accomplished for access to AOA secure areas.
- D. <u>Responsibilities</u>: The Duluth Airport Authority (DAA) through its Executive Director and other airport staff is responsible for the overall security of the Airport. All Companies and their Certifiers are responsible for complying with the airport security requirements contained in FAR Part 1542, this policy, and the Airport Security Program.
- E. <u>FAR Part 1540.103: "Fraud and Intentional Falsification of Records":</u> Federal regulations specify that no person may make, or cause to be made, any of the following:
 - 1. Any fraudulent or intentionally false statement in any application for any security program, access medium, or identification medium, or any amendment thereto, under this part.
 - 2. Any fraudulent or intentionally false entry in any record or report that is kept, made, or used to show compliance with this part, or exercise any privileges under this part.
 - 3. Any reproduction or alteration, for fraudulent purpose, of any report, record, security program, access medium, or identification medium issued under this part.
- F. <u>FAR Part 1542.207</u> "Access Investigation": Federal regulations require that the following minimum access investigation procedures be undertaken by a Company in order to request and obtain unescorted access privileges for itself and its employee(s) ("Applicants") working at Duluth International Airport and to designate a "Certifier":
 - 1. The Company must require the Applicant/Certifier to complete a written application that includes:
 - a) The Applicant's full name, including any aliases or nicknames;
 - b) Dates, names, phone numbers and addresses of previous employers with explanations for any gaps in employment of more than 12 months, during the previous **5 year period.**
 - c) Any convictions during the above time period of crimes listed in Section IX; and

- d) Notification that the Applicant/Certifier will be subject to employment history verification and possibly a criminal history records check.
- 2. The Company must confirm the identity of the Applicant/Certifier through the presentation of two forms of identification, one of which must bear the Applicant's/Certifier's photograph.
- 3. The company must verify the employment information of the Applicant/Certifier regarding the most recent 5 years of employment history by written documentation, by telephone interview, or in person with a representative of the prior employer(s). Written notes and/or documents concerning the name of the representative, date of verification, and the information verified must be created, maintained and presented to DAA upon request. In the event:
 - a) An Applicant/Certifier cannot satisfactorily account for and document a period of unemployment of 12 months or more; or
 - b) The Applicant/Certifier cannot support his/her statements made in the application or there are inconsistencies discovered; or
 - c) Information becomes available indicating a possible conviction for one of the disqualifying crimes listed in Section IX;

The Company will be required to request a FBI fingerprint based Criminal History Records Check (CHRC) on the individual. This request must be made through DAA for all Companies. The criminal check will be processed by the FBI through the use of fingerprint cards. There will be a \$31.00 processing fee (checks payable to the DAA) that must be submitted with the criminal history request. Cost of the fingerprinting is additional.

- G. <u>Termination</u>: Upon voluntary or involuntary termination of the unescorted access privileges of the Applicant, the Company is required to notify Airport Security within 8 hours by written notification and surrender the identification badge as soon as possible. If the Applicant is convicted of any of the crimes listed in Section IX after unescorted access is granted, the conviction must be reported by the Company immediately to Airport Security and the ID badge returned within 24 hours.
- H. <u>Records</u>: Company must keep verification records for each Applicant for 180 days after termination of unescorted access privileges. Company, through the Certifier, shall respond promptly and completely to periodic audits of persons whose access authority is to be continued.
- I. <u>Disqualifying Criminal Offenses:</u> An individual has a disqualifying criminal offense if the individual has been convicted, or found not guilty of by reason of insanity, any of the disqualifying crimes listed below in any jurisdiction during the last 5 years before the date of the individual's application for unescorted access authority, or while the individual has unescorted access authority. The disqualifying criminal offenses are as follows:
 - 1. Forgery of certificates, false making of aircraft, and other aircraft registration violations;
 - 2. Interference with air navigation;
 - 3. Improper transportation of a hazardous material;
 - 4. Aircraft piracy (hijacking);
 - 5. Interference with flight crew members or flight attendants;
 - 6. Commission of certain crimes aboard aircraft in flight;
 - 7. Carrying a weapon or explosive aboard an aircraft;
 - 8. Conveying false information and threats;
 - 9. Aircraft piracy outside the special aircraft jurisdiction of the United States;
 - 10. Lighting violations involving transporting controlled substances;

- 11. Unlawful entry into an aircraft or airport area that serves air carriers or foreign air carriers contrary to established security requirements.
- 12. Destruction of an aircraft or aircraft facility.
- 13. Murder.
- 14. Assault with intent to murder.
- 15. Espionage.
- 16. Sedition
- 17. Kidnapping or hostage taking.
- 18. Treason
- 19. Rape or aggravated sexual abuse.
- 20. Unlawful possession, use, sale, distribution, or manufacture of an explosive or weapon.
- 21. Extortion
- 22. Armed or felony armed robbery.
- 23. Distribution of, or intent to distribute, a controlled substance.
- 24. Felony arson.
- 25. Felony involving a threat.
- 26. Felony involving Willful destruction of property;
- 27. Importation or manufacture of a controlled substance;
- 28. Burglary;
- 29. Theft; Dishonesty, fraud, or misrepresentation;
- 30. Possession or distribution of stolen property;
- 31. Aggravated assault;
- 32. Bribery;
- 33. Illegal possession of a controlled substance punishable by a maximum term of imprisonment of more than 1 year.
- 34. Violence at international airports.
- 35. Conspiracy or attempt to commit any of the aforementioned criminal acts.
- J. <u>The Cost of ID Badges / Access Cards</u>: The cost of Airport ID Badges and Access Cards issued to individuals or organizations on an initial or replacement basis is \$165.00 each. This price reflects the cost of materials (photo supplies/card stock) and labor to include training, data entry, and the making and issuing the cards. Airport ID Cards and Access Cards will be paid for at the time of issuance. Exception to this policy will be major tenants that have an established account with the Airport Authority Bookkeeping Office. ID Cards and Access Cards will be issued through the Airport Security Office. Checks can be made out to the Duluth Airport Authority (DAA) with the type of badge or card annotated in the memo section of the check. A receipt will be issued.

In the event an ID Badge or Access Card is lost, the individual will be assessed \$65.00 replacement cost per item.

(SAMPLE)

Today's Date

Blaine Peterson, Airport Security Coordinator Duluth Airport Authority 4701 Grinden Drive Duluth, MN 55811

Subject: Letter of Designation

Dear Mr. Peterson:

I wish to designate (name) , (title) , as our "Authorized Certifier" in regards to requesting unescorted access privileges for our employees at the Duluth International Airport.

(name)____'s business address is: Company address city, state zip telephone number

A background check per FAR Part 1542 requirements has been completed ensuring (name) has met the requirements. Please contact me if you require further information.

Sincerely,

President Company Company Name

Authorized Company Clearances: _____

Authorized Badge Color: _____

I, _____(Print Name)

_____, _____(Print Title)

have been authorized by the above company to request employee I.D. cards for security identification and access purposes at Duluth International Airport. I have reviewed the DAA Policy regarding my responsibilities and agree that in making such request, I am certifying that my company and I understand and have fully complied with the Federal Aviation Administration, The Transportation Security Administration, DAA Airport Security Program requirements, and the rules and regulations regarding background checks and verification. I also understand that I may be criminally or civilly prosecuted for providing false or fraudulent information.

Signature

City / County of _____, State or Commonwealth of _____

The foregoing document was acknowledged before me this _____ day of _____20__

by _____

(Name of person seeking acknowledgement)

Notary Public

My commission expires: _____

CHECKLIST FOR AOA BADGE PAPERWORK.

- PAGE 1. HAVE APPLICANT COMPLETE AND SIGN/DATE.
- PAGES 2 & 3.APPLICANT COMPLETES 5 YEAR WORK HISTORY. CERTIFIER
AUTHENTICATES AND SIGNS OFF ON INFORMATION PROVIDED.
- PAGE 4. AUTHORIZED CERTIFIER ANNOTATES TIMES OF ACCESS, IF AIRFIELD DRIVING IS REQUIRED, AND SIGNS APPLICATION AUTHORIZING THE BADGE. IN ADDITION, APPLICATION MUST INDICATE SECURITY TRAINING IS CURRENT. APPLICANT MUST SIGN FOR BADGE WHEN IT IS RECEIVED.

APPLICATION MUST ALSO CONTAIN:

- COPY OF DRIVERS LICENSE & ONE OTHER FORM OF ID: SOCIAL SECURITY CARD, PERMIT TO CARRY A WEAPON, PILOTS LICENSE, COMPANY ID, ETC.
- IF APPLICANT REQUIRES AN ACCESS CARD, THEY MUST HAVE COMPLETED AND SIGNED AN ACCESS CARD RECEIPT FORM.

Exhibit 3

Policy Regarding Requests for Unescorted Access for the Security Identification Display Area (SIDA)

POLICY REGARDING REQUESTS FOR UNESCORTED ACCESS FOR THE SECURITY IDENTIFICATION DISPLAY AREA (SIDA)

- A. <u>Purpose</u>: The purpose of this document is to set forth the policies and procedures for the Duluth International Airport, in compliance with FAA/TSA Security Requirements (FAR Part 1542), for tenants, contractors or other business entities seeking authorization for unescorted access privileges in the Security Identification Display Area (SIDA) at Duluth International Airport for themselves and/or their employees. Such tenants, contractors and other entities shall be referred to hereafter as Company. The Duluth Airport Authority shall be referred to hereafter as DAA.
- B. <u>Applicability</u>: The provisions listed below are applicable to all Companies seeking unescorted access for themselves or their employee(s) in the SIDA at Duluth International Airport. No such request will be honored unless the Company has a lease, permit, service, construction or other such contract with DAA or is specifically authorized for entry by federal regulation.
- C. <u>Designation of Certifier</u>: For each project, contract, permit or lease, each company shall formally designate and authorize a person (known hereafter as the Certifier) to sign written requests and written certifications verifying background investigations for unescorted access privileges for themselves or their employees working inside the Airport's SIDA / Secured Area. As well as respond to the DAA's audits of such privileges. The designation must be written on company letterhead, and include the name and title of the Certifier, as well as his/her business address, and shall contain a statement that a satisfactory FBI fingerprint based Criminal History Records Check (CHRC) has been accomplished and indicates no unfavorable information was disclosed so access may be granted to the SIDA/Secured Area.
- D. <u>Responsibilities</u>: The Duluth Airport Authority (DAA) through its Executive Director and other airport staff is responsible for the overall security of the Airport. All Companies and their Certifiers are responsible for complying with the airport security requirements contained in FAR Part 1542, this policy, and the Airport Security Program.
- E. <u>FAR Part 1540.103: "Fraud and Intentional Falsification of Records":</u> Federal regulations specify that no person may make, or cause to be made, any of the following:
 - 1. Any fraudulent or intentionally false statement in any application for any security program, access medium, or identification medium, or any amendment thereto, under this part.
 - 2. Any fraudulent or intentionally false entry in any record or report that is kept, made, or used to show compliance with this part, or exercise any privileges under this part.
 - 3. Any reproduction or alteration, for fraudulent purpose, of any report, record, security program, access medium, or identification medium issued under this part.
- F. <u>FAR Part 1542.207 "Access Investigation"</u>: Federal regulations require that the following minimum access investigation procedures be undertaken by a Company in order to request and obtain unescorted access privileges for itself and its employee(s) ("Applicants") working at Duluth International Airport and to designate a "Certifier":
 - 1. The Company must require the Applicant/Certifier to complete a written application that includes:
 - a) The Applicant's full name, including any aliases or nicknames;
 - b) Any convictions during the above time period of crimes listed in Section IX; and
 - c) Notification that the Applicant/Certifier will be subject to a FBI Criminal History Records Check (CHRC).
 - 2. The Company must confirm the identity of the Applicant/Certifier through the presentation of two forms of identification, one of which must bear the Applicant's/Certifier's photograph.

The Company will be required to request an fingerprint based Criminal History Records Check (CHRC) on the individual. This request must be made through DAA for all companies except air carriers. The CHRC will be processed by the FBI through the use of fingerprint cards. There will be a \$31.00 processing fee (checks payable to the DAA) that must be submitted with the criminal history request. Cost of the fingerprinting is additional.

- G. <u>Termination</u>: Upon voluntary or involuntary termination of the unescorted access privileges of the Applicant, the Company is required to notify Airport Security within 8 hours by written notification and surrender the identification badge as soon as possible. If the Applicant is convicted of any of the crimes listed in Section IX after unescorted access is granted, the conviction must be reported by the Company immediately to Airport Security and the ID badge returned within 24 hours.
- H. <u>Records</u>: Company must keep verification records for each Applicant for 180 days after termination of unescorted access privileges. Company, through the Certifier, shall respond promptly and completely to periodic audits of persons whose access authority is to be continued.
- I. <u>Disqualifying Criminal Offenses:</u> An individual has a disqualifying criminal offense if the individual has been **convicted**, or **found not guilty of by reason of insanity**, any of the disqualifying crimes listed below in any jurisdiction during the last ten (10) years before the date of the individual's application for unescorted access authority, or while the individual has unescorted access authority. The disqualifying criminal offenses are as follows:
 - 1. Forgery of certificates, false making of aircraft, and other aircraft registration violations;
 - 2. Interference with air navigation;
 - 3. Improper transportation of a hazardous material;
 - 4. Aircraft piracy (hijacking);
 - 5. Interference with flight crew members or flight attendants;
 - 6. Commission of certain crimes aboard aircraft in flight;
 - 7. Carrying a weapon or explosive aboard an aircraft;
 - 8. Conveying false information and threats;
 - 9. Aircraft piracy outside the special aircraft jurisdiction of the United States;
 - 10. Lighting violations involving transporting controlled substances;
 - 11. Unlawful entry into an aircraft or airport area that serves air carriers or foreign air carriers contrary to established security requirements.
 - 12. Destruction of an aircraft or aircraft facility.
 - 13. Murder
 - 14. Assault with intent to murder.
 - 15. Espionage.
 - 16. Sedition
 - 17. Kidnapping or hostage taking.
 - 18. Treason
 - 19. Rape or aggravated sexual abuse.
 - 20. Unlawful possession, use, sale, distribution, or manufacture of an explosive or weapon.
 - 21. Extortion
 - 22. Armed or felony armed robbery.
 - 23. Distribution of, or intent to distribute, a controlled substance.
 - 24. Felony arson.
 - 25. Felony involving a threat.
 - 26. Felony involving
 - a. Willful destruction of property;
 - b. Importation or manufacture of a controlled substance;
 - c. Burglary;
 - d. Theft;
 - e. Dishonesty, fraud, or misrepresentation;
 - f. Possession or distribution of stolen property;

- g. Aggravated assault;
- h. Bribery;
- i. Illegal possession of a controlled substance punishable by a maximum term of imprisonment of more than 1 year.
- 27. Violence at international airports.
- 28. Conspiracy or attempt to commit any of the aforementioned criminal acts.
- J. <u>The Cost of ID Badges / Access Cards:</u> The cost of Airport ID Badges and Access Cards issued to individuals or organizations on an initial or replacement basis is \$165.00 each. This price reflects the cost of materials (photo supplies/card stock) and labor to include training, data entry, and the making and issuing of cards.

Airport ID Cards and Access Cards will be paid for at the time of issuance. Exception to this policy will be major airport tenants that have an established account with the Airport Authority bookkeeping office. ID Cards and Access Cards will be issued through the Airport Security Office. Checks can be made out to the Duluth Airport Authority (DAA) with the type of badge or card annotated in the memo section of the check. A receipt will be issued.

In the event an ID Badge or Access Card is lost, the individual will be assessed \$65.00 replacement cost per item.

(SAMPLE)

COMPANY LETTERHEAD

Today's Date

Blaine Peterson, Airport Security Coordinator Duluth Airport Authority 4701 Grinden Drive Duluth, MN 55811

Subject: Letter of Designation

Dear Mr. Peterson:

I wish to designate <u>(name)</u>, <u>(title)</u>, as our "Authorized Certifier" in regards to requesting unescorted access privileges for our employees at the Duluth International Airport.

(name) 's business address is:

Company address city, state zip telephone number

A background check per FAR Part 1542 requirements has been completed ensuring (name) has met the requirements. Please contact me if you require further information.

Sincerely,

President Company

Company Name Authorized Company Clearances: _____ Authorized Badge Color: I, _____ (Print Name) (Print Title) have been authorized by the above company to request employee I.D. cards for security identification and access purposes at Duluth International Airport. I have reviewed the DAA Policy regarding my responsibilities and agree that in making such request, I am certifying that my company and I understand and have fully complied with the Federal Aviation Administration, Transportation Security Administration, the DAA Airport Security Program requirements, and the rules and regulations regarding background checks and verification. I also understand that I may be criminally or civilly prosecuted for providing false or fraudulent information. Signature City / County of _____, State or Commonwealth of _____ The foregoing document was acknowledged before me this _____ day of _____20___ by _____ (Name of person seeking acknowledgement) Notary Public My commission expires: _____

Exhibit 4

Sample Construction Badge Request Letter

(SAMPLE)

CONSTRUCTION BADGE REQUEST LETTER

(COMPANY LETTERHEAD)

(To include name, address, and telephone number)

(Date)

Blaine Peterson Director of Operations Duluth Airport Authority 4701 Grinden Dr. Duluth, MN 55811

RE: Project Name:_____ Project No:_____

Dear Mr. Peterson:

The purpose of this letter is to advise you of *(Company's name)* activities at Duluth International Airport and request authorization to apply for security identification badges. The badges will be needed until *(date project expires).*

(Company name) is engaged in... (a brief description of your activities at Duluth International Airport to include locations on the Airport where proposed activities will occur, a point of contact, and the reason why your employees will require access to the restricted area of the Airport).

Attached is a list of all subcontractors authorized to work on this project.

To fulfill the requirements of the Duluth International Airport Security Program policies and procedures, the following individual(s) is (are) designated as certification officials(s) (must be a company officer or their local management representative with the authority to bind the company) and their sample signature(s) appear on the attached, notarized document:

The individual(s) are familiar with the Airport's attached "Rules and Regulations Regarding Requests For Unescorted Access at Duluth International Airport". They will sign all applications for ID cards, act as a liaison for verification of employment history and or Criminal History Records Checks (CHRCs) for anyone whom they request access to the restricted areas of the Airport and will ensure *(Company name)* employees who are issued Duluth International Airport ID badges comply with the Program. *(Company name) will* ensure a strict accounting of all ID badges is maintained, to include prompt reporting of any lost badges and return of ID badges upon termination or transfer of any employee. I understand that all Airport ID badges are, and remain, the property of the DAA and that failure on the part of my company or employees to abide by Airport rules and regulations may result in revocation of access privileges and confiscation of all outstanding ID badges.

As a condition of any such grant of access, I agree that any Transportation Security Administration (TSA) levied against **the Airport** as a result of the actions or omissions of anyone for whom one of the

Mr. Peterson Project Name:_____ Page 2

certification official(s) has requested access to the restricted area **of Duluth** International Airport will be paid by *(Company name).*

I certify that I have authority to bind (Company name) to this agreement.

Sincerely,

(Signature) (Company officer or local manager)

CC: Project File **Project Engineer**

Exhibit 5

Replacement ID Badge Application



4701 Grinden Drive, Duluth International Airport Duluth, Minnesota 55811

DULUTH AIRPORT AUTHORITY

REPLACEMENT ID BADGE APPLICATION

(Please type or print legibly in ink)

Employee Information

Last	Name	First Name			Mid Initial
Socia	al Security Number	Home Phone Number			
Home	e Address	City	Sta	ate	Zip
Com	bany Name		We	ork Phor	ne Number
Reas	on For Replacement				
	Expired Tenant Badge	Normal Wear		Defaced	1
	Lost	Name Change Only (Proof Required)		Other	

Authorized Company Certifier

Last Name	First Name	Signature	Date

Office Use Only

Badge Number		Lost Badge Number	
Comments			
Issued By	Date Issued	Entered By	Date Entered

Identification Badge Received By

Employee Signature	Date

Exhibit 6 Airfield Map



CONSTRUCTION DRAWINGS FOR HANGAR 101 DEMOLITION AND DEVELOPMENT – PHASE 1 AT THE DULUTH INTERNATIONAL AIRPORT (DLH) DULUTH, MN





PROJECT LOCATION MAP NO SCALE



DULUTH AIRPORT AUTHORITY 4701 GRINDEN DRIVE - DULUTH INTERNATIONAL AIRPORT -DULUTH, MINNESOTA 55811 - TELEPHONE 218/727-2968

NOTE:

THE SUBSURFACE UTILITY QUALITY INFORMATION IN THIS PLAN IS LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02 ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

THE CONTRACTOR SHALL CALL THE GOPHER STATE ONE CALL SYSTEM AT 811 BEFORE COMMENCING EXCAVATION.



Know what's **below. Call** before you dig.





CONSTRUCTION SAFETY NOTES:

- GENERAL SAFETY NOTES ALL CONSTRUCTION SHALL MEET THE MOST CURRENT REQUIREMENTS OF FAA ADVISORY CIRCULARS WHICH ARE AVAILABLE ONLINE AT WWW.FAA.GOV, OR UPON REQUEST TO THE ENGINEER. APPLICABLE ADVISORY CIRCULARS MAY INCLUDE, BUT ARE NOT LIMITED TO, 150/5340-1, 5370-2, 5210-5, AND 70/7460-1,
- THE CONTRACTOR SHALL SUBMIT A DETAILED SCHEDULE OF CONSTRUCTION OPERATIONS AT LEAST 2 DAYS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE. THE PHASING PLAN AND SCHEDULE MUST BE APPROVED BY THE ENGINEER AND THE OWNER PRIOR TO THE BEGINNING OF CONSTRUCTION OPERATIONS.
- THE CONTRACTOR WILL ADVISE THE ENGINEER AND THE AIRPORT MANAGER 72 HOURS IN ADVANCE OF ANY PROPOSED CONSTRUCTION ACTIVITIES ON THE PROJECT.
- THE AIR OPERATIONS AREA (AOA) CONSISTS OF ALL AREAS OF THE AIRPORT LOCATED WITHIN THE PERIMETER SECURITY FENCE AND INCLUDES RUNWAYS, TAXIWAYS, AIRCRAFT PARKING APRONS, AND OTHER AREAS WHERE AIRCRAFT MAY MOVE UNDER THEIR OWN POWER, AS WELL AS RUNWAY PROTECTION ZONES.
- NO WORK SHALL BE ALLOWED WITHIN THE AOA UNTIL THE REQUIRED AIRFIELD CLOSURES HAVE BEEN MADE AND THE REQUIRED CLOSURE MARKERS AND BARRICADES ARE IN PLACE. ALL NECESSARY NOTICE TO AIRMEN (NOTAMS) WILL BE ISSUED BY THE AIRPORT MANAGER, WHICH SPECIFICALLY DETAIL THE CURRENT STATUS OF THE
- AIRPORT DURING CONSTRUCTION. WORK MAY BE STOPPED AT ANY TIME BY AIRFIELD OPERATIONS OR ENGINEER IF IT IS DETERMINED THAT PROPER SAFETY PRECAUTIONS ARE NOT BEING TAKEN.

EQUIPMENT SAFETY REQUIREMENTS

- THE MAXIMUM HEIGHT OF CONSTRUCTION EQUIPMENT TO BE USED ON THE AIRPORT SHALL BE 20 FEET. IF USE OF EQUIPMENT OF GREATER THAN 20 FEET IS NEEDED, THE CONTRACTOR SHALL FILE FAA FORM 7460-1 WITH THE APPROPRIATE FAA OFFICE. FORMS ARE AVAILABLE UPON REQUEST TO THE ENGINEER. FAA FORM 7460-1 SHALL BE SUBMITTED 6 WEEKS PRIOR TO THE ANTICIPATED USE OF EQUIPMENT GREATER THAN 20 FEET.
- CRANE ACTIVITY IS EXPECTED DURING CONSTRUCTION (2 WEEK DURATION, MAXIMUM HEIGHT 75 FEET, GIVE 2 WEEKS NOTICE). ALL AIRPORT AND CONSTRUCTION EQUIPMENT ON THE AIRPORT SHALL BE MARKED, LIGHTED, AND FLAGGED ACCORDING TO FAA ADVISORY CIRCULARS.
 STOCKPILED MATERIALS AND EQUIPMENT STORAGE ARE NOT PERMITTED WITHIN THE RSA AND OFZ, AND IF POSSIBLE SHOULD NOT BE PERMITTED WITHIN THE OBJECT
- FREE AREA (OFA) OF AN OPERATIONAL RUNWAY. STOCKPILING MATERIAL IN THE OFA REQUIRES SUBMITTAL OF A 7460-1 FORM AND JUSTIFICATION PROVIDED TO THE APPROPRIATE FAA AIRPORTS REGIONAL OR DISTRICT OFFICE FOR APPROVAL
- 11. THE CONTRACTOR'S PARKED EQUIPMENT OR VEHICLES (INCLUDING PERSONAL VEHICLES) SHALL BE STORED IN THE STORAGE AREA LOCATION ON THIS SHEET. LARGE EQUIPMENT THAT IS BEING USED EACH WORKING DAY THAT CANNOT BE EASILY MOVED OUT OF THE AOA MAY BE LEFT OVERNIGHT WITHIN THE AOA AT A LOCATION DESIGNATED BY THE ENGINEER.

BARRICADES

- 12. THE CONTRACTOR SHALL MAINTAIN LIGHTED LOW PROFILE BARRICADES THROUGHOUT THE DURATION OF THE PROJECT. MAINTAINING & PLACING DEVICES MAINTENANCE, BATTERY REPLACEMENT, AND MOVEMENT ARE ALL INCIDENTAL TO PROJECT.
- 13. BARRICADES SHALL BE PROVIDED BY THE AIRPORT, AND PLACED & MAINTAINED BY THE CONTRACTOR. ANY DAMAGE TO THE AIRPORT'S BARRICADES SHALL BE AT THE CONTRACTOR'S EXPENSE

SECURITY FENCE

14. THE CONTRACTOR SHALL INSTALL AND MAINTAIN 8' TEMPORARY SECURITY FENCE AROUND PERIMETER OF HANGAR, PER FENCING PLAN. FENCE MUST BE SECURED TO PAVEMENT AND INCLUDE AN ACCESS GATE FOR HAULING OPERATIONS. GATE MUST BE SECURED WHEN CONSTRUCTION ACTIVITIES ARE NOT PRESENT.

CONSTRUCTION HAUL ROUTES

- 15. THE CONTRACTOR SHALL ESTABLISH A HAUL ROUTE IN THE GENERAL AREA INDICATED ON THE PLAN. THE EXACT LOCATION OF THE HAUL ROUTE SHALL BE REVIEWED AND APPROVED BY THE ENGINEER. THIS ROUTE SHALL BE USED FOR DELIVERY AND REMOVAL OF ALL CONSTRUCTION EQUIPMENT AND MATERIALS AND ACCESS TO THE SITE FOR ALL PERSONNEL FOR THE DURATION OF THE PROJECT.
- 16. THE CONTRACTOR SHALL KEEP THE ROUTE AND ALL PAVEMENTS CLEAR OF DEBRIS AT ALL TIMES. AT A MINIMUM, THE ROUTE SHALL BE SWEPT AT THE END OF EACH WORKING DAY. ADDITIONAL SWEEPING MAY BE REQUIRED IMMEDIATELY UPON THE NOTIFICATION BY ENGINEER.
- 17. THE ROUTE AND ALL AIRFIELD PAVEMENTS SHALL BE THOROUGHLY CLEANED PRIOR TO REOPENING TO AIRCRAFT USE.

UTILITIES

- 18. ALL EXISTING UTILITIES INDICATED ON THE DRAWINGS ARE SHOWN IN AN APPROXIMATE WAY ONLY. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR LOCATING AND MARKING ANY AND ALL PUBLIC AND PRIVATE UTILITIES PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES. CALL GOPHER STATE ONE CALL AT 800.252.1166 AT LEAST 48 HOURS PRIOR TO COMMENCING CONSTRUCTION
- 19. IN THE EVENT UTILITIES ARE DAMAGED BY THE CONTRACTOR, THE CONTRACTOR SHALL REPAIR THE DAMAGED UTILITIES TO THE UTILITY OWNER'S REQUIREMENTS AT THE EXPENSE OF THE CONTRACTOR.

SCHEDULE

20. CONTRACTOR SHALL BE GIVEN 42 CALENDAR DAYS TO ACHIEVE SUBSTANTIAL COMPLETION. SUBSTANTIAL COMPLETION MUST BE MET BY JULY 13, 2022.

SIGNAGE

LE

- 21. CONTRACTOR TO SUPPLY, PLACE, RELOCATE, MAINTAIN AND REMOVE TRAFFIC AND AIRPORT SECURITY DEVICES, AS SHOWN ON THE SHEETS, INCLUDING BUT NOT LIMITED TO PROJECT SIGNAGE FOR HAUL ROUTES AND SITE ACCESS, LIGHTED LOW PROFILE BARRICADES, CONSTRUCTION VEHICLE MARKING.
- 22. ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO AND BE INSTALLED IN ACCORDANCE WITH THE "MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MN MUTCD) AND PART VI, "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS"
- 23. ALL TRAFFIC AND AIRPORT SECURITY ITEMS SHALL BE INCLUDED IN LUMP SUM PAY ITEM.

CRITICAL AIRC	RAFT DATA	
ELEMENT	EXISTING	ON DUTY AIRPORT CELI 218-391-5697
WING SPAN	DESIGN GROUP III	
APPROACH SPEED	CATEGORY C	218-625-7767
TAIL HEIGHT	65'	
AIRPORT REFERENCE CODE	C-III	(24 HOURS OF OPERATIO 218-722-7326
		EMERGENCY 911
PROJECT SCOPE	AR	

EMO E	XISTING HANGAR.			
		GROUND FREQUENCY		MAX VEHICLE SPI
EGEN	<u>ND</u>	121.9 MHZ.]	15 MPH UNLESS OTHERWIS
F	PROJECT AREA		l	INFORMED
	CONTRACTOR STAGIN	G AREA		N
-	HAUL ROUTE			1
F	REQUIRED PROJECT SI	GNAGE		
H 1	OW PROFILE BARRICA	DE		Y
 8 F	B' TEMPORARY SECURI	TY FENCE, APRON	0	300 600







CONSTRUCTION SAFETY AND PHASING NOTES: FOR THE FOLLOWING NOTES, REFER TO FAA AC 150/5370-2.

205 COORDINATION

- CHANGES TO THE CSPP & SPCD SHALL BE REQUESTED TO THE ENGINEER. ENGINEER WILL FACILITATE CHANGE REQUEST AT A PROJECT MEETING WITH ALL REQUIRED PARTIES, INCLUDING FAA, DAA, ENGINEER AND CONTRACTOR.
- THE CONTRACTOR SHALL ACQUAINT HIS/HER SUPERVISORS AND EMPLOYEES OF THE AIRPORT ACTIVITY AND OPERATIONS THAT ARE INHERENT TO THIS ACTIVE AIR CARRIER AIRPORT AND SHALL CONDUCT THE CONSTRUCTION ACTIVITIES TO CONFORM TO ALL ROUTINE AND EMERGENCY AIR TRAFFIC REQUIREMENTS AND GUIDELINES ON SAFETY.
- THE CONTRACTOR IS DIRECTED TO COMPLY WITH AND ACQUAINT HIS/HER EMPLOYEES WITH THE 3. FOLLOWING SAFETY GUIDELINES, RELATED MATERIALS AND FAA ADVISORY CIRCULARS

FAA ORDER "SAFETY REQUIREMENT ON AIRPORTS DURING AGENCY FUNDED CONSTRUCTION AND MAINTENANCE ACTIVITIES" 150/5200-18 "AIRPORT SAFETY-SELF INSPECTION"

- 150/5210-5 "PAINTING, MARKING & LIGHTING OF VEHICLES USED ON
- AIRPORTS" 150/5370-2 "OPERATIONAL SAFETY ON AIRPORTS DURING
- CONSTRUCTION" 150/5370-4 "APPENDIX 3. SUGGESTED SPECIAL PROVISIONS FOR
- PROTECTION OF CABLES, CONTROLS, NAVAIDS AND
- WEATHER BUREAU FACILITIES" 150/5370-7 "AIRPORT CONSTRUCTION CONTROLS TO PREVENT AIR AND WATER POLLUTION"

COPIES OF THESE DOCUMENTS ARE PROVIDED ON THE FAA WEBSITE.

- THE AIRPORT DIRECTOR, WORKING THROUGH THE ENGINEER, SHALL, AT ALL TIMES, HAVE COMPLETE JURISDICTION OVER THE SAFETY OF ALL AIRCRAFT OPERATIONS DURING THE WORK. WHEREVER THE SAFETY OF AIR TRAFFIC IS CONCERNED. THE DECISIONS OF THE AIRPORT DIRECTOR OR HIS/HER DESIGNATED REPRESENTATIVE, SHALL BE FINAL AS TO METHODS, PROCEDURES AND MEASURES USED
- THE ATCT MANAGER SHALL BE COORDINATED WITH, INVITED TO ALL MEETINGS, AND ANY/ALL CONCERNS 5. ADDRESSED/RESOLVED, PERTAINING TO THE PROPOSED CONSTRUCTION
- THE FAA TECH OPS POINT OF CONTACT (POC) FOR THE NORTHERN MINNESOTA SSC, DULUTH 6 INTERNATIONAL AIRPORT CAN BE REACHED AT (218) 722-4861. THE SPONSOR/CONTRACTOR SHALL MEET WITH THE FAA TECH OPS POC PRIOR TO PROJECT STARTUP
- THE SPONSOR SHALL NOTIFY THE FAA TECH OPS SYSTEM MANAGEMENT OFFICE (SMO), MANAGER FOR TECHNICAL SUPPORT (MTS) AT (952) 997-9261, AT LEAST 72 HOURS PRIOR TO A PRECONSTRUCTION MEETING AND/OR CONSTRUCTION START. THE SPONSOR SHALL REQUEST TO HAVE A FAA TECH OPS REPRESENTATIVE ATTEND THIS MEETING FOR THE PURPOSE OF IDENTIFYING ALL FAA FACILITIES. THEIR ASSOCIATED CRITICAL AREAS, THEIR ASSOCIATED CABLE (POWER AND CONTROL) AND SCHEDULE SHUTDOWN OF THESE FACILITIES, IF RUNWAYS ARE TO BE SHUT DOWN AS A RESULT OF THE PROPOSED WORK
- 8. NOTICE TO AIRMEN (NOTAMS)
 - A. AIRPORT OPERATIONS SHALL ISSUE NOTAMS, ADVISING:
 - THAT THERE IS CONSTRUCTION ACTIVITY IN THE VICINITY OF THE BUILDING AREA.
- 10. THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION PHASING PLAN AND SCHEDULE OF OPERATIONS TO THE ENGINEER PRIOR TO THE PRE-CONSTRUCTION CONFERENCE. THE PHASING PLAN AND SCHEDULE MUST BE APPROVED BY THE ENGINEER AND THE OWNER PRIOR TO THE BEGINNING OF CONSTRUCTION OPERATIONS. SCHEDULE WILL BE UPDATED AT WEEKLY PROGRESS MEETINGS.
- 11. MEETINGS SHALL BE HELD ON A WEEKLY BASIS TO DISCUSS WORK AREAS AND CONSTRUCTION SCHEDULES. ALL SUBCONTRACTORS PERFORMING WORK OVER THE NEXT WEEK, OR DESIGNATED WORK PERIOD, SHALL BE PRESENT
- 12. WORK MAY BE STOPPED AT ANY TIME BY THE AIRPORT MANAGER OR ENGINEER IF IT IS DETERMINED THAT PROPER SAFETY PRECAUTIONS ARE NOT BEING TAKEN AT NO COST TO DAA
- 13. THE CONTRACTOR SHALL, AT ALL TIMES, COORDINATE HIS/HER EFFORTS WITH THE ENGINEER, IF ANY PROBLEMS ARISE DURING THE CONSTRUCTION SEQUENCING, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER TO HELP RESOLVE SAID PROBLEMS PRIOR TO CONTINUING WORK
- 14. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE MULTIPLE CREWS AND WORK EXTENDED HOURS TO ACCOMPLISH AND COMPLETE THE WORK WITHIN THE ALLOTTED TIME.
- 15. COORDINATION OF CONSTRUCTION ACTIVITIES: THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING CONSTANT COORDINATION BETWEEN THE SUBCONTRACTORS AND THE ENGINEER. ALL CONSTRUCTION ACTIVITIES PLANNED BY THE CONTRACTOR SHALL BE REVIEWED AND APPROVED BY THE ENGINEER AND AIRPORT OPERATIONS REPRESENTATIVES.
- 16. UNDER AN EMERGENCY SITUATION, CONTRACTOR SHALL FIRST CALL 911 AND THEN NOTIFY AIRPORT PERSONNEL, IF ABLE, ANY AIRCRAFT UNDER DISTRESS OR IN A SHORT LANDING SCENARIO REQUIRES IMMEDIATE EVACUATION OF PERSONNEL AND EQUIPMENT FROM THE CONSTRUCTION AREA
- 17. AN UPDATED SCHEDULE IS ESSENTIAL FOR TENANT AND AIRFIELD OPERATION COORDINATION. THE CONTRACTOR WILL PROVIDE AN UPDATED SCHEDULE WITHIN 72 HOURS OF REQUEST. INABILITY TO PROVIDE A SCHEDULE IN THAT TIME FRAME MAY RESULT IN \$100 PER DAY ASSESSMENT DEDUCTED FROM MOBILIZATION

206 PHASING 1. PHASING PLAN AND INFORMATION IS INCLUDED ON SHEETS G010-G011.

207 AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION ACTIVITY

- BARRICADES SHALL BE MAINTAINED DURING THE ENTIRE LENGTH OF THE PROJECT. ALL ASSOCIATED BARRICADE AND CLOSING CROSS COSTS SHALL BE CONSIDERED INCIDENTAL TO OTHER COSTS ITEMIZED IN THE SCHEDULE OF PRICES
- ALL CONSTRUCTION SHALL MEET REQUIREMENTS OF FAA AC 150/5370-2 "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" AND IS AVAILABLE UPON REQUEST AT THE OFFICE OF THE ENGINEER.

3. STAGING AREAS: ALL STAGING AREAS SHALL BE FINALIZED BY AIRPORT MANAGEMENT. AT THE PRE-CONSTRUCTION MEETING

208 NAVIGATION AID (NAVAID) PROTECTION 1. NAVAIDS SHOULD NOT BE IMPACTED DURING CONSTRUCTION. SHOULD NAVAID CRITICAL AREAS BE IMPACTED DUE TO PROJECT CHANGES, CONTRACTOR SHALL AMEND CSPP ACCORDING TO PROCEDURES **OUTLINED IN 205. COORDINATION**

- 209 CONTRACTOR ACCESS 1. THE CONSTRUCTION HAUL ROUTE ANY MOVEMENT OF THE CONTRACTORS VEHICLES AND EQUIPMENT ON OR ACROSS LANDING AREAS SHALL ONLY BE AT CROSSING POINTS APPROVED BY THE ENGINEER/DAA, AND AT TIMES THE ENGINEER DIRECTS. THE ACTUAL CROSSINGS SHALL ONLY BE MADE AFTER THE CONTRACTOR'S REPRESENTATIVE GETS APPROVAL FOR EACH CROSSING BY USE OF RADIO CONTACT WITH THE AIR TRAFFIC CONTROL TOWER TO GET PERMISSION FOR MOVEMENT.
- 2. THE CONTRACTOR SHALL CONFINE PERSONNEL, EQUIPMENT, OPERATIONS AND TRAVEL TO THE AREA WITHIN THE DEFINED WORK LIMITS SHOWN ON THE PLANS AND BE PROPERLY BADGED FOR THE AREAS OF CONSTRUCTION
- 3. THE CONTRACTOR SHALL INFORM ALL CONSTRUCTION PERSONNEL AS TO THE PROPER ROUTES, SPEEDS AND PROCEDURES FOR TRANSPORTING EQUIPMENT AND MATERIALS TO THE CONSTRUCTION SITE: AND ALL RESTRICTIONS TO MOVEMENT OF EQUIPMENT OR PERSONNEL WITHIN THE AIR OPERATIONS AREA. ON A DAILY BASIS AND MORE OFTEN IF NECESSARY ALL PERSONNEL SHALL BE ADVISED OF ANY CHANGES IN AIRPORT OPERATIONS THAT MAY FURTHER RESTRICT MOVEMENT.
- ACCESS OR HAUL ROUTES SHALL BE EXISTING ROADWAYS TO THE EXTENT THAT THEY ARE AVAILABLE. THE CONTRACTOR SHALL CORRECT ANY DAMAGE TO THE ROADS USED AND SHALL RESTORE THOSE ROADS TO THE SAME OR BETTER CONDITION AS THEY EXISTED PRIOR TO THE START OF WORK. THE CONTRACTOR MAY ESTABLISH ADDITIONAL HAUL OR ACCESS ROUTES AT HIS/HER OWN EXPENSE AND RESPONSIBILITY IF APPROVED BY THE SPONSOR. UPON COMPLETION OF THE WORK, ANY ADDITIONAL ROADS SHALL EITHER BE LEFT OR GRADED AS DIRECTED SO THAT THEY DO NOT IMPEDE THE EXISTING DRAINAGE OR ACCESS ROUTES
- 5. VEHICLES WITHIN THE SECURITY FENCE SHALL BE VISIBLY IDENTIFIABLE AS CONTRACTOR VEHICLES WHICH HAVE BEEN PROPERLY CLEARED FOR ENTRY (LOGO AND FLAGS ON AUTHORIZED EQUIPMENT AND VEHICLES WOULD BE ACCEPTABLE.)

210 WILDLIFE MANAGEMENT

- TRASH WILL BE COLLECTED AND REMOVED FROM WORK ZONE PROMPTLY. THE CONTRACTOR SHALL TAKE PRECAUTIONS AND HAVE READY, AT NO ADDITIONAL COST TO THE PROJECT,
- A PUMP TO REMOVE STANDING WATER TO THE NEAREST STORM INLET. GRASS IN CONTRACTOR OCCUPIED AREAS WILL BE MAINTAINED AT A REASONABLE LENGTH AND CUT AS DIRECTED BY ENGINEER.
- GATES WILL BE CLOSED AND SECURED DURING NON-WORK HOURS AND FENCES WILL NOT BE DISTURBED DURING THE PROJECT
- WILDLIFE HABITAT WILL NOT BE DISRUPTED BY CONSTRUCTION WORK. HOWEVER IF WILDLIFE IS FOUND, THE ENGINEER AND AIRPORT OPS ON GARAGE CELL (218-391-5697) SHOULD BE NOTIFIED IMMEDIATELY.

- 211 FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT 1. STOCKPILED MATERIAL SHALL BE CONSTRAINED IN A MANNER TO PREVENT MOVEMENT RESULTING FROM AIRCRAFT JET BLAST OR WIND CONDITIONS IN EXCESS OF TEN KNOTS. STOCKPILE HEIGHT SHALL BE LESS THAN 20 FEET AND OUTSIDE THE RUNWAY AND TAXIWAY OBJECT FREE AREAS. IN ADDITION, STOCKPILED MATERIAL SHALL HAVE SILT FENCE LOCATED AROUND THE MATERIAL TO PREVENT FOD FROM MOVING ONTO THE AIRFIELD PAVEMENTS.
- DEBRIS WASTE AND LOOSE MATERIAL CAPABLE OF CAUSING DAMAGE TO AIRCRAFT LANDING GEARS 2. PROPELLERS OR BEING INGESTED IN JET ENGINES SHALL NOT BE ALLOWED ON ACTIVE AIRCRAFT MOVEMENT AREAS. IF THESE MATERIALS ARE OBSERVED TO BE ON ACTIVE AIRCRAFT MOVEMENT AREAS, THEY WILL BE REMOVED IMMEDIATELY AND/OR CONTINUOUSLY DURING CONSTRUCTION
- THE ENGINEER WILL ARRANGE WITH AIRPORT OPERATIONS FOR INSPECTION PRIOR TO OPENING FOR 3. AIRCRAFT USE ANY RUNWAY OR TAXIWAY THAT HAS BEEN CLOSED FOR WORK, ON OR ADJACENT THERETO, OR THAT HAS BEEN USED FOR A CROSSING POINT OR HAUL ROUTE BY THE CONTRACTOR.
- 4. THE CONTRACTOR SHALL SWEEP ON DAILY BASIS, AS NECESSARY OR AS DIRECTED BY THE ENGINEER, THE ACTIVE AIRPORT AREAS NEAR CONSTRUCTION ACTIVITIES WHICH HAS HAD ANY FOREIGN OBJECT DEBRIS (FOD) DEPOSITED BY AUTOMOBILE OR CONSTRUCTION EQUIPMENT OR BY WIND BLOWING DEBRIS OR MATERIALS ONTO THOSE ACTIVE AREAS. IT IS IMPERATIVE THAT NO DAMAGE BE DONE TO ANY AIRCRAFT DUE TO FOD. ANY DAMAGES DONE TO AIRCRAFT WHICH IS ATTRIBUTABLE TO FOD FROM THE CONSTRUCTION AREAS SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE WITH NO REIMBURSEMENT BY THE AIRPORT, ENGINEER OR THEIR AUTHORIZED REPRESENTATIVES.
- THE CONTRACTOR SHALL MAINTAIN DUST CONTROL THROUGHOUT THE PROJECT. PROVIDE WATER TO 5. SUBGRADE, BASE, AND OTHER PAVEMENT OR EXCAVATED AREAS, INCLUDING HAUL ROADS, WITH WATER OR AS DIRECTED BY ENGINEER

212 HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

- CONTRACTOR WILL COMPLY WITH ALL REQUIREMENTS OF THE MN EMPLOYEE RIGHT-TO-KNOW ACT OF 1983 AND WILL REQUIRE ITS SUBCONTRACTORS TO DO THE SAME.
- THE CONTRACTOR SHALL SUBMIT A PLAN THAT ADDRESSES THE MANAGEMENT OF HAZARDOUS WASTES IN 2. ACCORDANCE WITH FAA AC 150/5320-15.

213 NOTIFICATION OF CONSTRUCTION ACTIVITIES

- PROCEDURES FOR ISSUING NOTAMS ARE INCLUDED IN SECTION 205, COORDINATION. FOR ANY RESTRICTIONS TO AIRCRAFT OPERATIONS, THE AIRPORT OPERATORS SHALL GIVE PROPER NOTICE TO THE NEAREST FAA FLIGHT SERVICE STATION PRIOR TO THE START OF WORK, AND FOR ANY SUBSEQUENT
- CHANGES NEEDED IN THE NOTAM WHICH MAY BE ISSUED DURING THE PERIOD OF WORK THE MAXIMUM HEIGHT OF CONSTRUCTION EQUIPMENT TO BE USED ON THE AIRPORT SHALL BE 20 FEET. IF 3 USE OF EQUIPMENT OF GREATER THAN 20 FEET IS NEEDED. THE CONTRACTOR SHALL FILE FAA FORM 7460-1 WITH THE APPROPRIATE FAA OFFICE. FORMS ARE AVAILABLE UPON REQUEST AT THE OFFICE OF THE ENGINEER
- 4. CRANE ACTIVITY IS EXPECTED DURING CONSTRUCTION (2 WEEK DURATION, MAXIMUM HEIGHT 75 FEET, GIVE 2 WEEKS NOTICE).

214 INSPECTION REQUIREMENTS

- THE CONTRACTOR AND AIRPORT OPERATOR SHALL CONDUCT DAILY INSPECTIONS TO ENSURE COMPLIANCE WITH THE CSPP AND FAA AC 150/5370-2
- THE CONTRACTOR SHALL PERFORM ALL FINAL CLEANUP WORK PRIOR TO A FINAL INSPECTION. THE 2. CONTRACTOR SHALL ALSO CLEAN UP DAILY OR AS DIRECTED BY ENGINEER DURING EACH PHASE OF THE PROJECT
- APPROPRIATE EROSION CONTROL MEASURES SHALL BE ACCOMPLISHED PRIOR TO BEGINNING THE 3 RESPECTIVE PHASE. REMOVAL OF TEMPORARY EROSION CONTROL SHALL BE ACCOMPLISHED BY THE

THE ENGINEER

215 UNDERGROUND UTILITIES

- VICINITY OF THE PROPOSED WORK

CABLE OWNER FEDERAL AVIATION ADMINISTR Mn AIR NATIONAL GUARD DULUTH AIRPORT AUTHORITY OTHERS

- PROTECT ALL UTILITIES DURING CONSTRUCTION

CONTRACTOR EITHER AT THE COMPLETION OF THE ASSOCIATED PHASE OR THEREAFTER AS DIRECTED BY

THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT HIS RECOMMENDED FIELD OPERATIONS AREAS FOR STORAGE OF EQUIPMENT, SUPPLIES AND FIELD OFFICES TO THE ENGINEER AND AIRPORT MANAGER AT THE PRE-CONSTRUCTION CONFERENCE FOR REVIEW, COMMENTS AND/OR APPROVAL, ANY AREAS RECOMMENDED FOR STORAGE OF EQUIPMENT OVERNIGHT, FOR STORAGE OF FUELING FACILITIES, MATERIALS AND OFFICES SHALL BE APPROVED BY THE AIRPORT MANAGEMENT AND ENGINEER PRIOR TO MOBILIZATION OF ANY EQUIPMENT OR FIELD OFFICES AND CERTIFIED BY THE CONTRACTOR THAT THE FACILITIES MEET ALL APPLICABLE LOCAL, STATE, AND FEDERAL REQUIREMENTS

THE CONTRACTOR SHALL CONTACT THE FAA TECH OPS TO PROVIDE LOCATIONS OF EXISTING FACILITY CABLES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAND DIGGING TO LOCATE FACILITY CABLING, AND PROTECTION OF THOSE CABLES THROUGHOUT THE PROJECT.

2. A MINIMUM OF 48 HOURS IN ADVANCE OF ANY EXCAVATION OR BORINGS, THE CONTRACTOR SHALL CONTACT THE FOLLOWING LOCAL CABLE OWNERS TO VERIFY ALL UNDERGROUND CABLE LOCATIONS IN THE

	CONTACT PERSON	PHONE NUMBER
ATION	WORK CONTROL	218-722-4861 218-788-7292
	RYAN WELCH	218-625-5051
	GOPHER STATE ONE-CALL	800-252-1166

3. EXISTING CONDITIONS WERE TAKEN FROM BEST AVAILABLE SURVEY. INFORMATION SHOWN CONCERNING FEATURES AND UTILITIES IS NOT GUARANTEED TO BE ALL INCLUSIVE OR CORRECT. THE CONTRACTOR WILL VERIFY THE FEATURES AND THEIR LOCATION PRIOR TO CONSTRUCTION. EXISTING UTILITIES MUST REMAIN IN SERVICE AT ALL TIMES. THE LOCATION, MATERIAL, AND DIMENSION OF EXISTING FACILITIES AND OBSTRUCTIONS ARE BASED UPON AVAILABLE RECORDS AND ARE SHOWN ON THE PLAN STRICTLY AS AN AID TO THE CONTRACTOR. THAT INFORMATION MUST NOT BE CONSTRUED AS BEING ABSOLUTELY ACCURATE, CORRECT, OR COMPLETE. ALL STRUCTURES ABOVE OR BELOW GROUND THAT ARE TO REMAIN IN PLACE WHICH ARE ENCOUNTERED DURING CONSTRUCTION MUST BE PROPERLY SUPPORTED AND MAINTAINED. THE CONTRACTOR WILL MAKE ARRANGEMENT WITH THE ENGINEER AND THE AIRPORT AUTHORITY FOR THE PROTECTION OR RELOCATION OF SUCH STRUCTURES. IF DAMAGED DURING CONSTRUCTION, THE CONTRACTOR WILL MAKE REPAIRS OR PAY FOR REPAIRS TO THE STRUCTURE TO THE SATISFACTION OF THE AIRPORT. NO EXTRA PAYMENT WILL BE MADE FOR SUCH INTERFERENCE OR OBSTRUCTION.

4. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAVE BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATEVER, IN THE RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE. EITHER EXPRESSED OR IMPLIED. THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF. THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND

5. ANY DAMAGE TO FAA CABLES, ACCESS ROADS, OR TO FAA FACILITIES DURING THE CONSTRUCTION WILL REQUIRE THE CONTRACTOR TO REPLACE THE DAMAGED CABLES, ACCESS ROAD, OR FAA FACILITIES TO THE FAA TECH OPS SMO'S REQUIREMENTS, AND AT THE CONTRACTOR'S EXPENSE.

6. IF ANY POWER, CONTROL, OR SIGNAL CABLES ARE DAMAGED, THE SPONSOR/CONTRACTOR SHALL REPLACE THE CABLE IN ITS ENTIRETY. THE SPLICING OF CABLES IS NOT AN ACCEPTABLE FORM OF REPAIR.

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DULUTH INTERNATIONAL AIRPORT (DLH) HANGAR 101 DEMOLITION AND DEVELOPMENT – PHASE 1 DULUTH, MN
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SEH FILE NO. 159669 STATE PROJECT NO. 159669 ISSUE DATE 5/52022 DESIGNED BY 5/2022 DESIGNED BY SM DRAWN BY SPOTEIIeld Hendrickson, Inc. (6 (SEH) © 2002 Short Elliot Hendrickson, Inc.
SHEET TITLE GENERAL NOTES
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CONSTRUCTION SAFETY AND PHASING NOTES (CONT'D):

216 PENALTIES

THE CONTRACTOR SHALL BE GIVEN A SPECIFIC NUMBER OF CALENDAR DAYS TO PERFORM THE WORK AND IF THE CONTRACTOR DOES NOT COMPLETE THE CONSTRUCTION WITHIN THAT TIME FRAME LIQUIDATED DAMAGES WILL BE ASSESSED UNLESS THE CONTRACTOR CAN SHOW JUST CAUSE FOR ANY DELAYS. IF THE ENGINEER, OR AIRPORT MANAGEMENT FEELS THAT CONSTRUCTION IS PROCEEDING AT TOO SLOW A PACE. THE ENGINEER SHALL NOTIFY THE CONTRACTOR IN WRITING AND THE CONTRACTOR SHALL BE REQUIRED TO RESPOND IN WRITING JUSTIFYING THE IDENTIFIED DELAYS AND/OR LACK OF ADEQUATE EQUIPMENT. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE JUSTIFICATION FOR WAIVING OF ANY LIQUIDATED DAMAGES CHARGED TO THE CONTRACTOR.

217 SPECIAL CONDITIONS

1. AIRPORT OPERATIONS WILL TAKE PRECEDENCE OVER ALL WORK.

218 RUNWAY AND TAXIWAY VISUAL AIDS

CONTRACTOR WILL SUPPLY OR MAINTAIN BARRICADES AS DESCRIBED IN THIS SAFETY PLAN, EXCEPT AS DESCRIBED IN THE SAFETY AND PHASING PLAN.

219 MARKING AND SIGNS FOR ACCESS ROUTES 1. HAUL ROUTES: LOCATION OF HAUL ROUTES ON THE AIRPORT SITE SHALL BE AS SPECIFIED ON THE PLANS OR AS APPROVED BY THE ENGINEER AND/OR AIRPORT OPERATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE ON-SITE HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR, THE ENGINEER AND AIRPORT REPRESENTATIVES. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE AIRPORT OPERATIONS PRIOR TO THE WORK. ALL ON-SITE FAA ACCESS ROADS TO FAA FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES. PHOTOGRAPHS AND A VIDEO OF THE HAUL ROUTES SPECIFIED BY THE PLANS MUST BE PROVIDED BY THE CONTRACTOR BEFORE AND AFTER CONSTRUCTION TO THE AIRPORT ADMINISTRATION. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO HAUL ROUTES RESULTING FROM CONSTRUCTION TRAFFIC.

220 HAZARD MARKING, LIGHTING, AND SIGNING 1. ALL CONTRACTOR VEHICLES THAT ARE AUTHORIZED TO OPERATE ON THE AIRPORT IN THE ACTIVE AIRCRAFT OPERATIONS AREA (AOA) SHALL DISPLAY IN FULL VIEW A FLASHING AMBER (YELLOW) DOME-TYPE LIGHT AND/OR ABOVE THE VEHICLE A 3' X 3' OR LARGER, ORANGE AND WHITE CHECKERBOARD FLAG, EACH CHECKERBOARD COLOR BEING 1-FOOT SQUARE, (SEE CONSTRUCTION SAFETY FLAG DETAIL SHEET G010) AND ESCORTED UNDER THE CONTROL OF ONE CONTRACTOR MOBILE (TWO-WAY) RADIO OPERATOR ON THE JOB AT ALL TIMES. ANY VEHICLE OPERATING IN THE ACTIVE AGA DURING THE HOURS OF DARKNESS SHALL BE EQUIPPED WITH A FLASHING AMBER (YELLOW) DOME LIGHT, MOUNTED ON TOP OF THE VEHICLE AND OF SUCH INTENSITY TO CONFORM TO LOCAL CODES FOR MAINTENANCE AND EMERGENCY VEHICLES.

THE CONTRACTOR SHALL INSTALL ALL REQUIRED BARRICADES AT DESIGNATED PLAN LOCATIONS, HAVE 2. ALL ACCESS GATES GUARDED AND LOCKABLE, HAVE ALL EQUIPMENT EITHER FLAGGED OR FITTED WITH FLASHING YELLOW DOME-TYPE LIGHTS ON TOP OF THE VEHICLES. ALL THESE ITEMS SHALL CONSIST OF THE SAFETY AND SECURITY SYSTEM. THE CONTRACTOR SHALL INSTALL THE COMPONENTS OF THE SYSTEM AT THE APPROPRIATE TIMES AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE CONTRACTOR SHALL INSPECT EVERY ASPECT OF THE SAFETY AND SECURITY SYSTEM ON A DAILY BASIS AND ENSURE ALL COMPONENTS ARE FUNCTIONING PROPERLY. THE RESIDENT PROJECT REPRESENTATIVE (RPR) SHALL ALSO DAILY INSPECT THE SYSTEM AND IF ANY DEFICIENCIES ARE NOTED, THE CONTRACTOR SHALL HAVE THAT DAY'S PRORATED SAFETY AND SECURITY COST DEDUCTED FROM THE CONTRACTOR'S EARNINGS. THE SYSTEM ELEMENTS TO BE INSPECTED AND DEFICIENCIES NOTED ARE AS FOLLOWS:

*BARRICADES SET PROPERLY AND ALL FLASHING WARNING LIGHTS OPERATING PROPERLY. *ALL CONTRACTOR PERSONNEL AND FOUIPMENT ACCESS GATES MANNED AND SECURITY PROCEDURES IN PLACE

*ALL EQUIPMENT FLAGGED OR OUTFITTED WITH FLASHING YELLOW DOME-TYPE LIGHTS. *CONTRACTOR USE OF UNAUTHORIZED AIRPORT ACCESS GATES CHECKED

- THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN ALL NECESSARY BARRICADES, SIGNS, DANGER 3 SIGNALS AND LIGHTS FOR THE PROTECTION OF THE WORK AND THE SAFETY OF THE PUBLIC FOR BOTH LAND AND AIR TRAFFIC IN ACCORDANCE WITH THE SPECIFICATIONS (AC 150/5370-2).
- BARRICADES SHALL BE INSTALLED AT THE LOCATIONS SHOWN ON THE PLAN. IF THE CONTRACTOR MUST Λ TEMPORARILY REMOVE ANY OF THE BARRICADES (TO ALLOW CONSTRUCTION TRAFFIC TO TRAVEL INTO OR OUT OF THE CONSTRUCTION AREA. OR TO COMPLETE CONSTRUCTION AT THE PHASE BOUNDARY). THE CONTRACTOR SHALL PROVIDE A FLAGMAN TO PREVENT AIRCRAFT FROM INADVERTENTLY TRAVELING INTO THE CONSTRUCTION AREA UNTIL THE BARRICADE IS REPLACED TO ITS ORIGINAL POSITION
- DURING NIGHT TIME CONSTRUCTION OPERATIONS, ALL CONTRACTOR VEHICLES SHALL HAVE OPERATING, 5. AMBER (YELLOW) FLASHING LIGHTS
- 6. CRANE SHALL BE MARKED WITH A RED OBSTRUCTION LIGHT WHEN ERECTED.

221 PROTECTION OF RUNWAY AND TAXIWAY SAFETY AREAS

- CONSTRUCTION DURING THE PROJECT MAY BE HALTED AT ANY TIME BY RPR, ENGINEER, AND/OR AIRPORT OPERATIONS IF IT IS DETERMINED TO BE IN THE BEST INTEREST OF AIRPORT OPERATIONS OR SAFETY. THE CONTRACTOR MAY BE DIRECTED TO REMOVE EQUIPMENT AND/OR EVACUATE THE SITE IN ORDER TO ENABLE AIRCRAFT OPERATIONS. NECESSARY EXTENSIONS IN CONTRACT TIME WILL BE GRANTED OR A STOP WORK ORDER WILL BE ISSUED DUE TO THESE DELAYS, HOWEVER, THERE WILL BE NO ADJUSTMENTS IN CONTRACT PRICE DUE TO THESE DELAYS.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO ENSURE THE SAFETY OF OPERATING AIRCRAFT AS WELL AS HIS OWN EQUIPMENT AND PERSONNEL. SPECIAL CONSIDERATIONS SHOULD BE GIVEN TO FLIGHT SCHEDULES AND MISCELLANEOUS AIRCRAFT OPERATIONS. THE CONTRACTOR SHALL OBEY ALL INSTRUCTIONS AS TO ROUTES TO BE TAKEN BY EQUIPMENT TRAVELING WITHIN THE AIRPORT AREA AND KEEP SUCH VEHICLES AND EQUIPMENT MARKED WITH THE SPECIFIED AIRPORT SAFETY FLAGS. THE CONTRACTOR SHALL MAKE HIS OWN ESTIMATE OF ALL DIFFICULTIES TO BE ENCOUNTERED EQUIPMENT NOT ACTUALLY IN OPERATION SHALL BE KEPT CLEAR OF LANDING AREAS. PERSONNEL SHALL NOT ENTER AREAS OF THE AIRPORT WHERE AIRCRAFT ARE OPERATING WITHOUT SPECIFIC PERMISSION

- 4. MATERIALS STORED OR STOCKPILED ON THE AIRPORT SHALL BE SO PLACED AND THE WORK SHALL, AT ALL TIMES. BE SO CONDUCTED AS TO CAUSE NO GREATER OBSTRUCTION TO THE AIR AND GROUND TRAFFIC THAN IS CONSIDERED NECESSARY BY THE ENGINEER.
- CONSTRUCTION LIMITS AND FLAG MEN: ALL CONTRACTOR VEHICLES AND TRAFFIC SHALL REMAIN WITHIN THE DESIGNATED CONSTRUCTION LIMITS OR HAUL ROUTES. ABSOLUTELY NO CONTRACTOR VEHICLES WILL BE ALLOWED ON OTHER ACTIVE AIRFIELD OPERATIONS AREAS.

222 OTHER LIMITATION ON CONSTRUCTION

- MEASURES SHALL BE ADOPTED TO PREVENT POTENTIAL POLLUTANTS FROM ENTERING ANY DRAINAGE SYSTEM OR WATERWAY. MATERIALS AND DEBRIS SHALL NOT BE STORED IN THE WORK AREA IN A MANNER THAT WOULD ALLOW THEM TO ENTER THE DRAINAGE SYSTEM AS A RESULT OF SPILLAGE, NATURAL RUNGEE OR FLOODING. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO IMMEDIATELY NOTIFY THE SPONSOR SHOULD THERE BE A SPILLAGE OF MATERIAL WHICH MIGHT CONTAMINATE THE DRAINAGE SYSTEM. IT SHALL ALSO BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE AND CLEAR UP SUCH SPILLAGE IN A MANNER ACCEPTABLE TO THE SPONSOR. MATERIAL SHALL BE SECURED SO THAT IT WILL NOT BE BLOWN BY THE WIND ONTO THE AIRFIELD SURFACES.
- 2. SPECIAL ATTENTION TO DUST CONTROL WILL BE REQUIRED WHEN EARTHWORK OR HAULING OPERATIONS ARE IN PROGRESS OR WHEN WIND AND WEATHER CONDITIONS CAUSE EXCESSIVE BLOWING OF DUST. IN THIS REGARD THE CONTRACTOR SHALL APPLY WATER OR CALCIUM CHLORIDE SOLUTION TO THE AFFECTED SITES AS DIRECTED.
- 3. CONSTRUCTION EQUIPMENT AND ANY STOCKPILED MATERIAL SHALL HAVE A MAXIMUM HEIGHT OF TWENTY (20) FEET EXCEPT AS AUTHORIZED BY THE ENGINEER
- ANY AREAS UTILIZED AS FIELD OPERATIONS AREAS SHALL BE MAINTAINED AT ALL TIMES IN A CLEAN AND ENVIRONMENTALLY SAFE CONDITION. IF THE CONTRACTOR MUST UTILIZE AGGREGATE BASE MATERIALS TO PROVIDE A STABLE SURFACE FOR EQUIPMENT STORAGE, ANY MATERIALS UTILIZED WILL BE REMOVED AT THE END OF THE PROJECT AND DISPOSED OF AT A LOCATION ACCEPTABLE TO THE OWNER, A STABLE BASE EXTENDING FROM EXISTING PAVEMENT, NOT SCHEDULED FOR RECONSTRUCTION, TO THE FIELD OFFICES SHALL BE PROVIDED FOR CLEAN ACCESS.
- 5. WASTE DISPOSAL AND BORROW AREAS: CONCRETE RUBBLE AND EXCAVATION WASTE MATERIAL REMOVED FROM THE CONSTRUCTION AREA SHALL BE DISPOSED OF OFF THE AIRPORT PROPERTY. NO MATERIAL SHALL BE WASTED ON THE AIRPORT SITE UNLESS APPROVED BY AIRPORT OPERATIONS. WASTE AND DISPOSAL AREAS SHALL BE SEEDED AND RESTORED IN A SMOOTH, GRADED AND DRAINABLE CONDITION. BORROW AREAS, IF REQUIRED, SHALL BE LOCATED AS SHOWN ON THE PLANS AND SHALL ALSO BE RESTORED IN A SMOOTH GRADED AND DRAINABLE CONDITION.
- 6. PERMITS: IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN AND PAY FOR ALL APPLICABLE PERMITS FOR CONSTRUCTION AND EQUIPMENT
- EQUIPMENT TO BE REMOVED: ALL EQUIPMENT DESIGNATED AS TO BE REMOVED SHALL BE TURNED OVER TO THE AIRPORT AND USED AS SPARE INVENTORY. THE AIRPORT SHALL DESIGNATE LOCATIONS ON THE AIRPORT PROPERTY FOR THE STORAGE OF SUCH EQUIPMENT. ANY EQUIPMENT NOT REQUIRED BY THE AIRPORT SHALL BE PROPERLY DISPOSED OF OFF THE AIRPORT PROPERTY
- CONTRACTOR SHALL HAVE WATER AVAILABLE TO USE FOR SWEEPING AND CLEAN UP OPERATIONS DAILY OR AS DIRECTED BY ENGINEER.
- CONTRACTOR SHALL DESIGNATE A REPRESENTATIVE TO NOTIFY/CALL AIRPORT OPERATIONS (SRE 9 GARAGE CELL: 218-391-5697) WHEN CONSTRUCTION OPERATIONS BEGIN AND END ON EACH WORKING DAY. AT THE END OF EACH WORKING DAY, CONTRACTOR SHALL LEAVE AN APPROPRIATE WORKFORCE TO ENSURE THE WORK AREA IS LEFT IN A CONDITION SATISFACTORY TO THE THE ENGINEER AND/OR AIRPORT OPERATIONS STAFF

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she		ISSUE DATE 5/5/2022 DESIGNED BY SM		HANGAR 101 DEMOLITION AND	OF MINNESOTA			ST PAUL, MN 55110 PHONE: 651.490.2000
₌⊤ 13		DRAWN BY SP	▲ 05-12-22 ADDENDUM 1	DEVELOPMENT – PHASE 1	Shawn T. McMathon. PE	DULUTH INTERNATIONAL ARPORT	CCU	FAX: 651.490.2150 WATTS: 800.325.2055
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CONSTRUCTION NOTES:

PHASING

- PRELIMINARY STEPS INCLUDE CONSTRUCTION SIGN SETUP, TEMPORARY FENCE CONSTRUCTION, GATE INSTALLATION IN TEMPORARY FENCE, AND PROTECTIVE EROSION CONTROL MEASURES.
- PHASE 1A INCLUDES REMOVAL OF ALL ANNEX MATERIAL. ALL ANNEX MATERIAL IS CONSIDERED TO BE REGULATED MATERIALS.
- PHASE 1B -REMOVAL OF ALL REGULATED MATERIALS IN THE MAIN HANGAR STRUCTURE.
- PHASE 1C REMOVAL OF ALL NON-REGULATED MATERIALS IN THE MAIN HANGAR STRUCTURE.

SECURITY

- 8' SECURITY FENCE WITH BARBWIRE SHALL BE SUPPLIED, AND BOLTED/SECURELY FASTENED TO CONCRETE PAVEMENT.
- INTENT WILL BE TO COMPLETELY REMOVE HANGAR 101 AND SURROUNDING AREA FROM THE SECURE AREAS OF THE AIRPORT SO CONTRACTOR CAN COMPLETELY ACCESS SITE WITHOUT BADGING OR ESCORT.
- AIRPORT WILL PROVIDE ESCORT FOR TEMPORARY SECURITY FENCE INSTALLATION
- CONTRACTOR SHALL SECURELY ATTACH THE TEMPORARY AIRFIELD PERIMETER FENCE TO PERMANENT FENCE AT APPROXIMATE LOCATIONS INDICATED ON PLANS.
- APPROXIMATELY 600 FEET OF TEMPORARY AIRFIELD PERIMETER FENCE WILL BE REQUIRED. NO GATES
 SHALL BE REQUIRED ALONG TEMPORARY AIRFIELD PERIMETER FENCE.
- AN ADDITIONAL APPROXIMATELY 800 TO 1,000 FEET OF HANGAR SECURITY FENCE WILL BE REQUIRED TO SECURE HANGAR DEMOLITION AREA. 2 GATES MAY BE REQUIRED.
- CONTRACTOR SHALL SECURE HANGAR DEMO SITE PER CONTRACTOR'S SECURITY PLAN. HANGAR SITE SECURITY FENCING IS SHOWN AS AN EXAMPLE.CONTRACTOR SHALL BE RESPONSIBLE FOR ANY UNAUTHORIZED ACCESS TO HANGAR SITE AFTER THE NOTICE TO PROCEED IS ISSUED.

EROSION CONTROL

- CONTRACTOR TO PROVIDE BIOROLLS ALONG DITCH NETWORKS
- CONTRACTOR TO PROVIDE INLET PROTECTION ON ALL STORM INLETS. TWO STRUCTURES ARE
 ANTICIPATED.
- NO NPDES OR SWPPP PERMIT IS ANTICIPATED.
- STREET SWEEPING AND OTHER MAINTENANCE ACTIVITIES SHALL BE COMPLETED WITHIN 3 HOURS OF
 NOTIFICATION BY ENGINEER OR AIRPORT STAFF.

DEMOLITION

- PHASE 1A CONTRACTOR TO REMOVE ALL DEBRIS, INCLUDING REGULATED MATERIALS, WITHIN 14
 CALENDAR DAYS.
- PHASE 1B CONTRACTOR TO COMPLETE REMOVAL OF REGULATED MATERIALS WITHIN 14 CALENDAR DAYS
- PHASE 1C
- •• ELECTRICAL UTILITIES HAVE BEEN DISCONNECTED. CONTRACTOR TO VERIFY WITH UTILITY PRIOR TO REMOVAL.
- GAS UTILITY HAS BEEN DISCONNECTED. CONTRACTOR TO VERIFY WITH UTILITY PRIOR TO REMOVAL/CAPPING. GAS LINE TO BE CAPPED A MINIMUM OF 5 FEET AWAY FROM BUILDING FOUNDATION.
- WATER SERVICE HAS BEEN DISCONNECTED. CONTRACTOR TO VERIFY WITH UTILITY PRIOR TO REMOVAL/CAPPING. WATER SERVICE TO BE CAPPED A MINIMUM OF 5 FEET AWAY FROM BUILDING FOUNDATION.
- •• CONTRACTOR TO REMOVE HANGAR WITHIN 14 CALENDAR DAYS
- •• WOOD BEAMS MAY BE RECLAIMED AT CONTRACTOR'S DISCRETION

RESTORATION

- ALL DISTURBED AREAS OF CONSTRUCTION SITE TO BE RESTORED WITH SEED, FERTILIZER, AND MULCH. CLEAN FILL MATERIAL CAN BE USED FOR EXCAVATED AREAS, HOWEVER, THE TOP 6 INCHES SHALL BE SUPPLIED WITH SUITABLE TOPSOIL. IT IS ANTICIPATED THAT APPROXIMATELY 0.38 ACRES WILL NEED TO BE RESTORED. CONTRACTOR SHALL RESTORE UP TO 1 ACRE AT NO ADDITIONAL COMPENSATION.
- FOOTING AREAS SHALL BE FLUSH WITH THE HANGAR FLOOR AND SURROUNDING AREAS, SUITABLE FOR PARKING AIRCRAFT AFTER HANGAR IS REMOVED.
- ANY DIVOTS, HOLES, OVER-EXCAVATED AREAS, OR AREAS WHERE THE FOUNDATIONS WERE REMOVED BELOW GRADE SHALL BE FILLED WITH HOT MIX ASPHALT OR READY MIX. ENGINEER TO APPROVE MATERIAL PRIOR TO PLACEMENT
- CONCRETE PAD UNDER STRUCTURE IS TO REMAIN, RESTORATION WILL NOT BE NEEDED IN THIS LOCATION.
- EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT PROJECT.

CONSTRUCTION COMPLETION

- THE CONCRETE PAD UNDER THE EXISTING STRUCTURE WILL REMAIN IN PLACE FOR FUTURE AIRCRAFT PARKING. ANY VOIDS IN REMAINING CONCRETE PAD SHALL BE FILLED AND PATCHED WITH BITUMINOUS PAVEMENT TO ALLOW FOR AIRCRAFT PARKING.
- THE TEMPORARY CONSTRUCTION FENCE IS TO BE REMOVED AT THE COMPLETION OF THE PROJECT. TEMPORARY FENCE CAN ONLY BE REMOVED ONCE THE AIRPORT PERIMETER IS SECURED WITH A PERMANENT FENCE.
- A PERMANENT FENCE IS TO BE CONSTRUCTED AROUND THE CONCRETE PAD TO ENSURE SAFETY AND SECURITY OF THE AIRFIELD. THE PERMANENT FENCE IS TO BE CONNECTED TO THE EXISTING FENCE LINE TO ENSURE A SECURED PERIMETER OF THE AIRPORT. APPROXIMATELY 750 (+/- 100) FEET OF NEW PERMANENT SECURITY FENCE WILL BE REQUIRED AND SHOULD BE ANTICIPATED IN THE LUMP SUM BID. NO PERMANENT GATES WILL BE REQUIRED.

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GENERAL NOTES:

- SECURITY FENCE SHALL CONFORM TO THE DIMENSIONAL REQUIREMENTS OF FEDERAL SPECIFICATION RR-F-191/3. 1.
- 2. TERMINAL POSTS SHALL BE: 16' LONG, SP4
- 3. LINE POSTS SHALL BE: 16' LONG, SP3
- 4. GATE POSTS SHALL BE: 16' LONG, SP7
- 5. BRACE BARS SHALL BE: 1%" OUTSIDE DIA,
- 6. ALL POSTS SHALL HAVE AN APPROVED METHOD TO SECURELY HOLD THE TOP RAIL IN POSITION AND ALLOW FOR REMOVAL AND REPLACEMENT OF A POST WITHOUT DAMAGING THE TOP RAIL.
- 7. BOTTOM. AND CONFORM TO THE REQUIREMENTS OF AASHTO M 181 TYPE 11, IV. DESIGN 60-9322 SHALL BE FURNISHED IN TYPE II (ALUMINUM COATED STEEL).
- 8. WIRE TIES MAY BE 9 GA GALVANIZED STEEL OR 0.179 IN MIN ALUMINUM ALLOY CONFORMING TO ASTM B211, ALLOY 1100-H18. USE 121/2" GA GALVANIZED STEEL HOG RINGS FOR TENSION WIRE TIES.
- A CONCRETE ANCHORAGE SHALL BE USED FOR ALL TERMINAL AND BRACE POSTS, 9. AND FOR FIRST LINE POSTS(S) ADJACENT TO THE TERMINAL OR BRACE POSTS.
- 10. THE TOP OF THE CONCRETE ANCHORAGE SHALL BE CROWNED 1 IN ABOVE THE NATURAL GROUND.



